



# Gatwick Airport Northern Runway Project

Statement of Common Ground between Gatwick Airport Limited and West Sussex County Council

**Book 10**

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## 1 Introduction

1.1.1 This Statement of Common Ground (SoCG) has been prepared in support of the examination phase for the proposed Gatwick Northern Runway Project (NRP). The Application was made by Gatwick Airport Limited (the Applicant) to the Secretary of State for the Department for Transport (the Secretary of State) pursuant to Section 37 of the Planning Act 2008 (PA 2008).

1.1.2 The Application comprises alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. It also includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable an increase in the airport's passenger throughput capacity. This includes substantial upgrade works to certain surface access routes which lead to the airport. A full description of the Proposed Development is included in **ES Chapter 5: Project Description** (Doc Ref. 5.1).

1.1.3 SoCGs are an established means in the planning process of allowing all parties to identify and focus on specific issues that may need to be considered during the Examination. The purpose and possible content of SoCG is detailed in the Department for Communities and Local Government's guidance entitled 'Planning Act 2008: examination of applications for development consent' (2015), stating:

*"A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence."*

1.1.4 The SoCGs between the Applicant and the local authorities comprises several documents, to which this document is one. The Statement of Commonality provides details of the structure and status of the SoCG between all the relevant Interested Parties, including the local authorities. Naturally, the level of detail across the suite of SoCG varies to reflect the nature and complexity of the matter, as well as the position between the parties.

1.1.5 This document solely relates to matters between the Applicant and West Sussex County Council. A summary of the meetings and correspondence that has taken place between the parties is detailed in **Appendix 1** of this document.

1.1.6 The engagement between the parties across the breadth of matters is ongoing. Therefore, the SoCG is an evolving document and the detailed wording within it is still being discussed in detail between the parties. Future iterations will be submitted at each deadline; and both parties reserve the right to supplement the matters identified as discussions progress, to ensure it is comprehensive and up to date.

1.1.7 This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties, and where agreement has not (yet) been reached, and is presented in a tabular form. This SoCG does not seek to replicate information that is available elsewhere, either within the Application and/or Examination documents, referring out where appropriate. The terminology used within the SoCG to reflect the status between the parties is either:

- "Agreed" to indicate where a matter has been resolved to the satisfaction of the parties.
- "Not Agreed" to indicate a final position where parties cannot agree.

- “Under discussion” to indicate where matters are subject of on-going discussion with the aim to either resolve or refine the extent of disagreement between the parties.

1.1.8 It can be assumed that any matters not specifically referred to in Section 2 of this SoCG are not of material interest or relevance to West Sussex County Council; and therefore, have not been the subject of any discussions between the parties, or have been previously discussed and addressed through the DCO process. As such, those matters should be assumed to be agreed, unless otherwise raised in due course by any of the parties.



## 2 Current Position

### Agricultural Land Use and Recreation

2.1.1 **Table 2.1** sets out the position of both parties in relation to agricultural land use and recreation matters.

**Table 2.1 Statement of Common Ground – Agricultural Land Use and Recreation Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Agricultural Land Use and Recreation in this Statement of Common Ground.</i>					

Air Quality

2.2.1 Table 2.1 sets out the position of both parties in relation to air quality matters.

Table 2.2 Statement of Common Ground – Air Quality Matters

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.2.1.1	Assessment Scenarios (including 2047 Full Capacity)	<p>The concern is that the scenarios assessed in the ES do not provide a realistic worst-case assessment. This is particularly the case for those scenarios where both construction and operational activities are underway at the same time, but the assessment has treated them separately. The same concerns apply to the emissions ceiling calculations as to how realistic these are, particularly when there are construction and operational activities ongoing, and the emissions ceiling calculations treat these separately. In addition, there is no operational assessment for the final full-capacity assessment year of 2047.</p> <p><b>Updated position (Deadline 1):</b> A key part of this concern is around the modelled scenarios assessed. It is welcomed that GAL propose to provide further information at the next air quality TWG. This matter will remain under discussion until this TWG has been held.</p> <p>It is noted that air quality should improve beyond 2038. However, it is our understanding that the ANPS requires a full assessment of the airport at full capacity.</p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant.</p> <p>Conservative assumptions being applied in the assessment include background values being frozen to 2030 and no improvements in aircraft emissions being accounted for in the air quality modelling.</p> <p>Traffic modelling has been undertaken for two construction scenarios, airfield construction and surface access (highways) construction. Further detail is contained in the Transport Assessment. The construction scenarios assume the peak construction traffic flows applied to the first year of airfield (2024) and surface access (2029) construction which is a conservative assumption since emissions and background concentrations are anticipated to improve in future years.</p> <p>As set out in paragraph 13.5.53 of ES Chapter 13: Air Quality, the 2029 surface access construction scenario represents years 2029-2032, during which there will be an overlap with the operation of the Project. The 2029 surface access construction scenario is a combined scenario considering the contribution from both construction and operational traffic over this period to represent a realistic worst case assessment.</p> <p>GAL proposes to set out the model scenarios and provide that summary at TWGs to be arranged for Q1 2024.</p> <p>An assessment of 2047 has been included in the ES Chapter 13 with an emissions inventory (Table 13.10.8), including aircraft and road vehicle emissions. The air quality assessment concludes that no significant effects for air quality are anticipated for 2047. Between 2038 and 2047 a number of predicted improvements to air</p>	<p><b>ES Chapter 13 Air Quality</b> [APP-038]</p> <p><b>Transport Assessment</b> [AS-079]</p>	Under discussion

			<p>quality would be expected to occur as a result of national efforts to reduce emissions and also as a result of the project.</p> <p>Background concentrations are expected to reduce between 2038 and 2047 and vehicle emissions would continue to reduce. Road traffic is the main source of emissions likely to result in an impact from the project due to the proximity of road sources to sensitive receptors, compared with aircraft emissions. Therefore, despite the uncertainty of predicting emissions for a future year of 2047, it has been concluded that the 2047 future year is not at risk of resulting in a significant impact to air quality.</p> <p>Section 13.10.163 of the assessment provides further detail.</p>		
<b>Assessment Methodology</b>					
<b>2.2.2.1</b>	Air Quality and Emissions Mitigation Guidance for Sussex	<p>The Applicant has not clearly demonstrated regard to the Sussex Air Quality and Emissions Mitigation Guidance or the Defra air quality damage cost guidance in assessing air quality impacts and mitigation measures.</p> <p><b>Updated position (Deadline 1):</b> It is noted that an appraisal of air quality damages has been presented in Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment (APP-251). It is also noted that measures to mitigate air quality have been identified. It is understood from the December TWG air quality meeting that an AQAP will be produced by GAL. Within this AQAP it is requested that GAL demonstrate how the overall monetary disbenefits identified will be redressed by the measures proposed.</p> <p>As a matter of clarification it is noted that road traffic NOX and PM2.5 Other on-site operations are predicted to improved, can GAL outline the source of this improvement?</p>	<p>This approach taken for the ES is consistent with the principles of the Clean Air Strategy and guidance set out in the Sussex Guidance; it follows requirements for EIA and NPSs; and provides detailed commitments for suitable measures to be secured through the DCO.</p> <p>Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment includes the TAG assessment identifying the air quality damage costs of the Project.</p> <p>Table 13.4.1 of ES Chapter 13: Air Quality considers the Sussex Guidance.</p> <p>ES Chapter 13: Air Quality has indicated that there are no significant effects as a result of the Project and the Project is not predicted to impact compliance with the air quality standards.</p> <p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p><b>Updated position (Deadline 1):</b> A technical note summarising the assessment scenarios has been provided at Deadline 1, within <b>Appendix D of the Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4).</p>	<p>Table 7.2.1 of <b>ES Needs Case Appendix 1 – National Economic Impact Assessment</b> [APP-251]</p> <p>Table 13.4.1 and Section 13.9 of <b>ES Chapter 13 Air Quality</b> [APP-038]</p> <p><b>Appendix D of the Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4)</p>	Under discussion
<b>2.2.2.2</b>	Clarification on further details	Clarifications on a range of technical details are required, including on rates of future air quality improvement, pollutants assessed, construction plant (i.e., asphalt plant), heating plant, and road traffic modelling. Further	ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local	<b>ES Chapter 13 Air Quality</b> [APP-038]	Under discussion

		<p>information is required to help understand if a realistic worst case has been assessed.</p> <p><b>Updated position (Deadline 1):</b> Further details can be provided to GAL for discussion.</p>	<p>councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant.</p> <p>GAL engaged with key stakeholders through the topic working groups and during such engagement, efforts were made to gain agreement with local authorities on key modelling points. Methodology transparency has been demonstrated and model files and results were provided to the TWG via email on 18<sup>th</sup> August 2023.</p> <p>Details on the Non Road Mobile Machinery (NRMM) (asphalt plant, concrete batching etc) and how it has been assessed can be found in Section 3.12 of the air quality assessment methodology.</p> <p>Details on the airport heating plant and road traffic modelling and how they have been assessed can be found in the air quality assessment methodology.</p> <p>GAL is happy to liaise with the Councils on further information requested.</p> <p><b>Updated position (Deadline 1):</b> GAL will provide a draft Outline AQAP to the LAs by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the Outline AQAP into the Examination in due course taking account of any feedback received.</p>	<p><b>ES Appendix 13.4.1: Air Quality Assessment Methodology</b> [APP-158]</p>	
<b>Assessment</b>					
2.2.3.1	Uncertainty and Controlled Growth.	<p>There is insufficient information on how sensitive future air quality predictions are to modal shift objectives being achieved.</p> <p><b>Updated position (Deadline 1):</b> The response has not provided sensitivity testing in relation to air quality. Therefore uncertainty remains for air quality as to how sensitive predictions presented are to the success of mode shift. Additionally, whilst there are provisions to monitor mode shift it is unclear what actions would be taken if mode shift was not identified and what air quality triggers would be used.</p>	<p>The mode share commitments within the Surface Access Commitments (SACs) document represent the position GAL is confident it can achieve, based on the modelling of mode choice and transport network operation. Further details are provided in Chapter 7 of the Transport Assessment. The range of interventions to improve sustainable travel has been tested to inform the mode share commitments reported in the Application. The SAC also includes a section on GAL's further aspirations, which includes more ambitious mode share targets which it will be working towards, but it has set the committed mode shares explicitly to ensure that the core surface access outcomes set out in Environmental Statement are delivered. The SAC contains measures to monitor and ensure that the mode commitments are met.</p>	<p><b>ES Chapter 7.4 Transport Assessment</b> [AS-079]</p> <p><b>ES Appendix 5.4.1: Surface Access Commitments</b> [APP-090]</p> <p><b>ES Chapter 13 Air Quality</b> [APP-038]</p> <p><b>Appendix F of the Supporting Air Quality Technical</b></p>	Under discussion



			<p>Conservative assumptions have also been built into the air quality assessment to reduce uncertainty in any future scenario such as background values being frozen to 2030 and no improvements in aircraft emissions being accounted for in the air quality modelling.</p> <p>The assessment of air quality (APP-038) is measured against the relevant air quality standards. The draft Section 106 agreement includes commitment to monitoring of air quality at current and proposed monitoring sites against relevant air quality standards. Results will be reported to local authorities.</p> <p><b>Updated position (Deadline 1):</b> A sensitivity test with the conservative assumption that there are no improvements in emissions beyond 2030 has been provided a Deadline 1, within <b>Appendix F of the Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4). The draft Outline AQAP will be provided to the LAs by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the outline version into the Examination in due course taking account of any feedback received.</p>	<p><b>Notes to the SoCGs</b> (Doc Ref. 10.4)</p>	
2.2.3.2	Evidence base and justification for air quality impacts	Further presentation of the required evidence base and justification of the noise and air quality effects (and proposed mitigation) from both construction of the additional infrastructure and the operational phase (including the increase in overflights).	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and data. The assessment concludes that the impact of the Proposed Development would not be significant. Details on the methodology are presented in the methodology appendix.</p> <p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance. Commitments include the continuation of monitoring at current sites and future proposed monitoring, to be secured under the draft Section 106 agreement entered in relation to the Project.</p> <p>Please refer to Issues Table 13 in relation to noise.</p>	<p><b>ES Chapter 13 Air Quality</b> [<a href="#">APP-038</a>]</p> <p><b>ES Appendix 13.4.1: Air Quality Assessment Methodology</b> [<a href="#">APP-158</a>]</p>	Under discussion
2.2.3.3	Ultrafine particles	There is no discussion on the health impacts of ultrafine particles from aviation sources within the ES, despite assurances by the Applicant that this would be provided. WSCC would like to see a qualitative assessment on the potential health impacts in the vicinity of Gatwick Airport and a commitment to ongoing open engagement with regards to monitoring.	<p>An assessment of ultra-fine particulate matter (UFP) has been undertaken and is reported in the ES health and wellbeing chapter. That assessment considers the emerging scientific understanding of UFPs as a public health issue. The approach follows IEMA 2022 guidance on assessing human health effects in EIA.</p>	<p>Section 18.8 of <b>ES Chapter 18: Health and Wellbeing</b> [<a href="#">APP-043</a>] "Health and wellbeing effects from changes to air quality"</p>	Under discussion

			In addition to monitoring key pollutants GAL commits to participating in national aviation industry body studies of UFP emissions at airports including those reviewing how monitoring could be undertaken, as discussed in the Health and Wellbeing assessment.	paragraphs 18.8.67 to 18.8.86.  Section 13.9 of <b>ES Chapter 13 Air Quality</b> <a href="#">[APP-038]</a>	
<b>Mitigation and Compensation</b>					
<b>2.2.4.1</b>	Lack of specific Air Quality Action Plan (AQAP)	<p>There is no AQAP which clearly sets out the range of measures that have been considered to specifically address local air quality. This approach differs from discussions during 2 years of consultation where a draft AQAP was provided in the air quality Topic Working Group (21.10.22) and an AQAP was listed in item 19 of Schedule 2 (Requirements) of the draft DCO (28.04.23). The CAP and ASAS do not specifically or adequately address air quality mitigation measures based on health, and both lack the means to measure short-term exposure or provide monitoring to check compliance.</p> <p><b>Updated position (Deadline 1):</b> This response does not align with the commitment provided by GAL in the December 2023 Air Quality TWG to provide an AQAP. Please can GAL confirm this response is out of date.</p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant. As such, taking into account embedded mitigation, no other mitigation is required as a result of the project.</p> <p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p>Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in Section 5.8 of the ES Appendix Construction Period Mitigation and are included in the Code of Construction Practice, to be secured under the requirements of the DCO.</p> <p>The ES Appendix Carbon Action Plan sets out outcomes that GAL is committing to deliver for key airport operational and construction emissions sources. Commitments on surface access emissions are set out in ES Appendix Surface Access Commitments.</p> <p>Measures and monitoring commitments will be secured via the DCO and updated draft Section 106 agreement. The commitments will provide suitable monitoring to allow for the local authorities to carry out their LAQM requirements.</p> <p><b>Updated position (Deadline 1):</b> GAL will provide a draft AQAP to the LAs at Deadline 1 with the intention of submitting the outline version into the Examination in due course.</p>	<p>Section 13.9 of <b>ES Chapter 13 Air Quality</b> <a href="#">[APP-038]</a></p> <p><b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.4.2: Carbon Action Plan</b> <a href="#">[APP-091]</a></p> <p><b>ES Appendix 13.8.1: Air Quality Construction Period Mitigation</b> <a href="#">[APP-161]</a></p> <p><b>ES Appendix 5.4.1: Surface Access Commitments</b> <a href="#">[APP-090]</a></p>	Under discussion
<b>2.2.4.2</b>	Lack of Dust Management Plan (DMP)	There is no DMP which clearly sets out the implementation of the specific mitigation measures that will be used to ensure that any potential adverse	Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in Section 5.8 of the ES Appendix Construction Period Mitigation	<b>ES Appendix 13.8.1: Air Quality</b>	Under discussion

		<p>impacts from dust arising during construction and demolition activities are avoided during all construction stages.</p> <p><b>Updated position (Deadline 1):</b> It is understood that a final DMP cannot yet be provided, but an outline or draft DMP can be prepared. This is still requested by WSCC.</p>	<p>(APP-161) and are included in the Code of Construction Practice (APP-082), to be secured under the requirements of the DCO.</p> <p>Paragraph 2.2.7 of the CoCP sets out that Construction Dust Management Plans (CDMP) will be prepared in accordance with the CoCP.</p> <p>Management plans will be prepared for specific areas of the Project to reflect any site-specific conditions or measures to mitigate dust impacts (set out in para 5.8.2 of the CoCP).</p> <p>The CDMPs will be prepared for approval by the relevant local planning authority prior to construction works commencing, as confirmed in paragraph 5.8.2 of the CoCP.</p> <p><b>Updated position (Deadline 1):</b> An outline CDMP will be shared with WSCC for comment by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the outline version into the Examination in due course taking account of any feedback received.</p>	<p><b>Construction Period Mitigation</b> <a href="#">[APP-161]</a></p> <p><b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)</p>	
2.2.4.3	Outline Construction Traffic Management Plan (CTMP)	<p>The OCTMP identifies risks associated with construction traffic utilising routes through the J10 M23 and Hazelwick Air Quality Management Areas in Crawley. Reference is made to a monitoring system that 'it is envisaged' will be developed in the CTMP. However, no details on this monitoring system are provided.</p> <p><b>Updated position (Deadline 1):</b> The cross reference is unclear, please can GAL confirm which document is being referred to? It is also still unclear what the monitoring system refers to.</p>	<p>The impact from construction traffic due to movement of construction materials will be managed in accordance with a Construction Traffic Management Plan (CTMP). The impact of construction workforce travelling to and from the Airport will be managed in accordance with a Construction Workforce Travel Plan (CWTP), both of which will be developed by GAL and its contractors during detailed design / pre-construction stage in accordance with the Outline Construction Traffic Management Plan.</p> <p>The detailed Construction Traffic Management Plan (CTMP) and Construction Workforce Travel Plan (CWTP) will be developed during detailed design and pre-construction stage in consultation with the relevant highway authority and the National Highways.</p>	<p><b>ES Appendix 5.3.2 Code of Construction Practice – Annex 3: Outline Construction Traffic Management Plan</b> <a href="#">[APP-085]</a></p> <p><b>ES Appendix 5.3.2 Code of Construction Practice Annex 2 – Outline Construction Workforce Travel Plan</b> <a href="#">[APP-084]</a></p>	Under discussion
2.2.4.4	Operational Air Quality Monitoring	<p>There are concerns regarding the measurement accuracy of the AQ Mesh low-cost sensors which the Applicant is proposing to use to monitor operational phase impacts. AQ Mesh monitors are not approved by Defra for the monitoring of air quality and as such they are not sufficient to demonstrate compliance with air quality standards.</p> <p><b>Updated position (Deadline 1):</b> Further discussions on operational monitoring and the S106 are proposed to resolve this matter.</p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant. As such, taking into account embedded mitigation, no other mitigation is required as a result of the project.</p>	<p><b>ES Chapter 13 Air Quality</b> <a href="#">[APP-038]</a></p>	Under discussion

			<p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality (APP-038) sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p>The draft Section 106 agreement sets out the mechanism for monitoring air quality (PM<sub>102</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>) and the impacts from the Proposed Development, to identify and manage any new exceedances of the National Air Quality Standards occur as a result of airport activity.</p> <p>Gatwick has worked with Local Authorities over many years to fund air quality monitoring to understand air quality locally. As part of the Project, a commitment will be made in the draft Section 106 agreement to the continuation of current monitoring and additional monitoring at several proposed sites (APP-038 Figure 13.1.12) using mixture of monitoring types, including another DEFRA equivalent reference monitor (reference MCERTS monitor) and indicative MCERTS monitoring equipment to be able to monitor key pollutants of concern. Compared to current monitoring, this approach increases the spatial and temporal collection of monitoring data to allow detailed assessment of ambient air quality. The approach is considered proportionate given the cost of monitoring equipment and the results of the ES which show there are no significant effects being predicted.</p> <p>The draft Section 106 agreement includes commitment to monitoring of air quality at current and proposed monitoring sites against relevant air quality standards. Results will be reported to the local authorities.</p> <p>Long term effects have been assessed in the air quality assessment. Based on the monitored and modelled annual mean concentrations, the impact of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> are not considered to be at risk of exceeding the short term standards as outlined in Section 13.10 of ES Chapter 13: Air Quality (APP-038). Therefore, an assessment of short term effects was scoped out. This is in line with the guidance outlined within Defra LAQM Technical Guidance (2022).</p>		
2.2.4.5	Funding for Local Ambient Air Quality Monitoring.	<p>The ES does not specifically identify which of the existing LA continuous air quality monitoring stations on and around the Airport will be funded.</p> <p><b>Updated position (Deadline 1):</b> Further discussions on operational monitoring and the S106 are proposed to resolve this matter.</p>	<p>The assessment in Section 13.9 of ES Chapter 13: Air Quality summarises the proposed operational phase air quality monitoring.</p> <p>Monitoring commitments will be secured under the draft Section 106 agreement to be entered in relation to the Project.</p>	ES Chapter 13 Air Quality [APP-038]	Under discussion



			<p>The draft Section 106 agreement commits to funding of monitoring at three existing local authority stations and the continuation of monitoring at Gatwick airport monitoring site. In addition, Gatwick will add an additional Defra reference equivalent monitor and additional indicative MCERT continuous monitors. Therefore, there is no change in the monitoring as currently carried out and additional monitoring will be added.</p> <p>ES Chapter 13: Air Quality Figure 13.1.12 outlines draft locations of the proposed monitoring stations.</p>	<p><b>ES Air Quality Figures</b> [APP-066 to APP-070]</p>	
2.2.4.6	Outline Construction Workforce Travel Plan	<p>There is a lack of information on the monitoring the effectiveness of the OCTMP (APP-085) and Outline Construction Workforce Travel Plan (OCWTP) (APP-084) to understand how any deviation from the OCTMP and OCWTP will be addressed to protect air quality.</p> <p><b>Updated position (Deadline 1):</b> The cross reference is unclear, please can GAL confirm which document is being referred to?</p>	<p>The impact from construction traffic due to movement of construction materials will be managed in accordance with a Construction Traffic Management Plan (CTMP). The impact of construction workforce travelling to and from the Airport will be managed in accordance with a Construction Workforce Travel Plan (CWTP), both of which will be developed by GAL and its contractors during detailed design / pre-construction stage in accordance with the Outline Construction Traffic Management Plan.</p> <p>The detailed Construction Traffic Management Plan (CTMP) and Construction Workforce Travel Plan (CWTP) will be developed during detailed design and pre-construction stage in consultation with the relevant highway authority and the National Highways.</p> <p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant. As such, no mitigation is required as a result of the project.</p> <p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p>Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in Section 5.8 of the ES Appendix Construction Period Mitigation and are included in the Code of Construction Practice, to be secured under the requirements of the DCO.</p>	<p><b>ES Appendix 5.3.2 Code of Construction Practice – Annex 3: Outline Construction Traffic Management Plan</b> [APP-085]</p> <p><b>ES Appendix 5.3.2 Code of Construction Practice Annex 2 – Outline Construction Workforce Travel Plan</b> [APP-084]</p> <p><b>ES Chapter 13 Air Quality</b> [APP-038]</p> <p><b>ES Appendix 13.8.1: Air Quality Construction Period Mitigation</b> [APP-161]</p>	Under discussion

2.2.4.7	CARE Facility	<p>There were continuous issues with odour from the current small waste incineration plant at the CARE facility until it was 'mothballed' in 2020 due to Covid. Further clarification is therefore needed on how odour will be controlled.</p> <p><b>Updated position (Deadline 1):</b> It is welcomed that the CARE facility will no longer include combustion sources (if the Project changes are accepted by the ExA). Further discussion on what best practice odour controls are proposed and how these will be documented and agreed.</p>	<p>ES Chapter 13: Air Quality provided an assessment of the CARE facility based on the current outline design parameters in ES Chapter 5: Project Description.</p> <p>Odour risk would be managed following best practice waste handling procedures. Following best practice methodology to contain and reduce odour effects from the facility, no significant impacts would occur.</p> <p>Notwithstanding this, the Applicant is putting forward a change to the DCO Application to remove the boilers from the CARE facility (note the CARE facility will still exist in the DCO application but will be a waste sorting facility only).</p>	<p><b>ES Chapter 13 Air Quality</b> <a href="#">[APP-038]</a></p> <p><b>ES Chapter 5 Project Description</b> (Doc Ref. 5.1)</p>	Under discussion
<b>Other</b>					
2.2.5.1	Flue height	<p>It is not clear how the proposed biomass boiler flue height has been determined, and whether the Environment Agency, as the permitting body, has been specifically consulted on this matter.</p> <p><b>Updated position (Deadline 1):</b> It is welcomed that the CARE facility will no longer include combustion sources. Further discussion on (if the Project changes are accepted by the ExA) what best practice odour controls are proposed and how these will be documented and agreed.</p>	<p>ES Chapter 13: Air Quality provided an assessment of the CARE facility based on the current outline design parameters in ES Chapter 5: Project Description.</p> <p>A stack height assessment was undertaken to determine a suitable height for the proposed boiler, detailed in ES Appendix 13.9.1: Air Quality Results Tables and Figures – P3.</p> <p>Notwithstanding this, the Applicant is putting forward a change to the DCO Application to remove the boilers from the CARE facility (note the CARE facility will still exist in the DCO application but will be a waste sorting facility only).</p>	<p><b>ES Chapter 13 Air Quality</b> <a href="#">[APP-038]</a></p> <p><b>ES Chapter 5 Project Description</b> (Doc Ref. 5.1)</p> <p><b>ES Appendix 13.9.1: Air Quality Results Tables and Figures – Part 3</b> <a href="#">[APP-164]</a></p>	Agreed

Capacity and Operations

2.3.1 Table 2.3 sets out the position of both parties in relation to capacity and operations matters.

**Table 2.3 Statement of Common Ground – Capacity and Operations Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>Please see the joint Statement of Common Ground prepared in relation to Capacity and Operations (Doc Ref. 10.1.18).</i>					

Climate Change

2.4.1 Table 2.4 sets out the position of both parties in relation to climate change matters.

**Table 2.4 Statement of Common Ground – Climate Change Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
<i>There are no issues relating to the baseline for this topic within this Statement of Common Ground.</i>					
<b>Assessment Methodology</b>					
2.4.2.1	Given the expected lifetime of the Project assets, the time periods considered for climate change projections are not adequately far enough into the future to represent the worst-case scenario.	<p>The most distant time period chosen for assessment was 2040-2069 (2060s) (as detailed in paragraph 15.5.2), however, some asset components are assumed to be operational in perpetuity, and therefore these climate change projections are not adequately far enough into the future to represent the worst-case scenario.</p> <p><b>Updated position (Deadline 1):</b> It is acknowledged that the Applicant did undertake a thorough climate data gathering exercise sufficient to inform the assessment and meet planning requirements.</p>	<p>The most distant time period chosen for the assessment was 2050-2079 (2060s), not 2040-2069. This time period was selected to represent a reasonable worst-case scenario at the highest resolution that is available. The UKCP18 12km projections used within the assessment do not go beyond 2080. This dataset also include a range of useful variables to support the assessment (e.g. the number of hot days). The probabilistic projections do not contain these variables. In addition to this, it is recommended by the Met Office that consistency is maintained between the time periods used within an assessment. The most pessimistic RCP scenario was also employed to provide an indication of potential worst-case scenario conditions. Climate projections up to 2100 are used in ES Chapter 12: Traffic and Transport and ES Chapter 11: Water Environment in accordance with DMRB guidance.</p>	<p><b>ES Chapter 12: Traffic and Transport</b> <a href="#">[APP-037]</a></p> <p><b>ES Chapter 11: Water Environment</b> <a href="#">[APP-036]</a></p>	Agreed
2.4.2.2	Lack of consideration of storm events, wildfires and fog	<p>Storm events are not considered sufficiently in this assessment. Wildfire is not mentioned as a possible climate hazard to impact the Airport's operation. Risks associated with fog were not included in the risk assessment.</p> <p><b>Updated position (Deadline 1):</b> It is acknowledged that the Applicant will update the SoCG with the newly available wildfire data and add in additional information on fog.</p> <p>Noted and accepted regarding storm events.</p>	<p>Storm events are considered through the inclusion of extreme rainfall (increased probability of extreme weather events (Risks 2, 13-15 in ES Appendix 15.8.1 Climate Change Resilience Assessment) and high winds (risks 18-21 in ES Appendix 15.8.1 Climate Change Resilience Assessment) within the assessment. The risks associated with these hazards have been assessed as medium. Additional information on changes in wind speeds can be found in ES Chapter 15 (Paragraph 15.5.28). Reductions in wind speeds are anticipated in winter and summer. Quantitative data on changes in lightning across the UK are not provided by UKCP18 at the 12km scale. A summary of the Met Office findings for changes in lightning flash rate across the UK is provided in Chapter 15 (Paragraph 15.5.27) which suggests that Gatwick can expect lightning frequency to increase during summer and spring and decrease during autumn. Risks 22 and 23 in ES Appendix 15.8.1 Climate Change Resilience Assessment provide information on the potential impacts, existing mitigation measures and risks associated with increased lightning strikes.</p>	<p>Risks 2, 13-15, 18-23 in <b>Appendix 15.8.1 Climate Change Resilience Assessment</b> <a href="#">[APP-187]</a></p> <p>Paragraph 15.5.27 and 15.5.28 of <b>ES Chapter 15 Climate Change</b> <a href="#">[APP-040]</a></p>	Under discussion



			<p>GAL will put more detail about fog in the Statement of Common Ground (SoCG) of which there will be one combined one for climate change.</p> <p>Additional data is now available for wildfire that was not available at the time of submission of the DCO application, GAL will put more detail about wildfire in the SoCG.</p>		
2.4.2.3	Not sufficient detail on the climate change impact on critical airport equipment and infrastructure.	<p>Consideration to be given to how climate change could impact critical equipment and infrastructure e.g. power, telecommunications as well as the embedded and additional mitigations to reduce this risk.</p> <p><b>Updated position (Deadline 1):</b> It is acknowledged that the Applicant has given consideration to the impact climate change could have on 'critical equipment and infrastructure', with subsequent mitigation measures being put in place, as well as consideration being given when new/upgraded products are required.</p> <p>It is acknowledged that the Applicant does not have the exact design of power and telecommunications equipment, but it's assumed that the appropriate mitigation measures identified will be applied to critical equipment.</p>	<p>Electronic equipment is considered within the climate change resilience assessment (ES Appendix 15.8.1 Climate Change Resilience Assessment). Risks 6, 9 and 24 make reference to electronic equipment and the mitigation measures that are in place to ensure it remains operational. This equipment is designed to current temperature ranges based on existing standards and will be updated as part of business as usual operations. New/upgraded products would be sourced based on the latest available design standards.</p> <p>Risk 12 also highlights how HVAC equipment is designed to cope with extreme cold temperatures.</p> <p>Risk 15 highlights risks associated with flooding of electrical equipment and mechanical operating mechanisms. The FRA sets out a Flood Resilience Statement and a Surface Access Drainage Strategy to increase flood storage capacity at site and reduce flood risk for all assets including electrical equipment. Power and telecommunications is incorporated within electronic equipment. At present, the exact design of power and telecommunications equipment is unknown and therefore the equipment was grouped into 'electronic equipment'. It is assumed that the appropriate mitigation measures identified will be applied to critical equipment.</p>	ES Appendix 15.8.1 Climate Change Resilience Assessment [APP-187]	Agreed
2.4.2.4	Disagree with the assessment that 'cumulative effects are not relevant'.	<p>It is disagreed that 'An assessment of cumulative effects is not relevant'. For example, nearby projects could exacerbate the urban heat island impact of the project or increase the impact of flooding to the site or access to the site.</p> <p><b>Updated position (Deadline 1):</b> It is now acknowledged that the Applicant did not assess for cumulative effects outside of the project site boundary, as the CCR only assessed those within this area.</p>	The Zone of Influence considered within the cumulative effects assessment was the project site boundary for the CCR assessment. This does not include nearby projects therefore it was not relevant to assess the potential impact of additional projects on the UHI. The UHI effect was found to be low and therefore it would be unlikely that any nearby development would exacerbate this.	ES Appendix 15.8.1 Climate Change Resilience Assessment [APP-187]	Agreed
2.4.2.5	Climate Change	The Applicant should provide more information on the risk categories and definitions used for the CCRA and UHIA and include the relevant risk frameworks in all documents (including the appendices) in which they are referenced.	The risk ratings are a combination of likelihood and consequence which are defined within Tables 15.8.1 and 15.8.2 of Chapter 15 of the ES (Climate Change). The risk matrix used also matches that included within the 2021 ARP3 Document for Gatwick. Using	Tables 15.8.1 and 15.8.2 of ES Chapter 15 Climate Change [APP-040]	Agreed

		<b>Updated position (Deadline 1):</b> It is now acknowledged that the Applicant provides adequate information on the risk categories and definitions used for the CCRA and UHI assessment.	the same definitions and terminology ensures that the methodology for the assessment and the approach to managing any impacts is consistent.		
2.4.2.6	Given the expected lifetime of the Project assets, the time periods considered for climate change projections are not adequately far enough into the future to represent the worst-case scenario.	The most distant time period chosen for assessment was 2040-2069 (2060s) (as detailed in paragraph 15.5.2), however, some asset components are assumed to be operational in perpetuity, and therefore these climate change projections are not adequately far enough into the future to represent the worst-case scenario.	The most distant time period chosen for the assessment was 2050-2079 (2060s), not 2040-2069. This time period was selected to represent a reasonable worst-case scenario at the highest resolution that is available. The UKCP18 12km projections used within the assessment do not go beyond 2080. This dataset also include a range of useful variables to support the assessment (e.g. the number of hot days). The probabilistic projections do not contain these variables. In addition to this, it is recommended by the Met Office that consistency is maintained between the time periods used within an assessment. The most pessimistic RCP scenario was also employed to provide an indication of potential worst-case scenario conditions. Climate projections up to 2100 are used in ES Chapter 12: Traffic and Transport and ES Chapter 11: Water Environment in accordance with DMRB guidance.	<b>ES Chapter 12: Traffic and Transport</b> <a href="#">[APP-037]</a>  <b>ES Chapter 11: Water Environment</b> <a href="#">[APP-036]</a>	
<b>Assessment</b>					
2.4.3.1	Identification of construction risks is limited	The construction risks identified are limited. Construction flooding risks should be addressed in more detail.  <b>Updated position (Deadline 1):</b> Whilst more detail could be added to the construction impacts identified, the Applicant's assessment of construction impacts does constitute a robust assessment that meets the planning requirements and the work undertaken is consistent with the relevant local council's policies regarding climate change.	In addition to the information provided in Table 15.8.5 of ES Chapter 15 Climate Change, further information on the identified construction risks is provided in Table 2.1.1 of Appendix 15.8.1 Climate Change Resilience Assessment. This risk consider the impact of the increased numbers of extremely hot days and the range of risks covered by the increased probability of extreme weather events including heatwaves and flooding. However, appropriate mitigation measures are in place to mitigate these hazards and risks. These are detailed within the Code of Construction Practice which details the methods in place to ensure construction can be sustained during adverse weather events. Several design measures are included to reduce the risk associated with flooding (e.g. avoiding temporary buildings and operation-critical building systems being in flood risk zones. This is to ensure that the delivery of the project will comply with appropriate environmental and health and safety legislation. The Gatwick Operations Adverse Weather Plan will also support continued construction during adverse weather events.	Tables 15.8.5 of <b>ES Chapter 15 Climate Change</b> <a href="#">[APP-040]</a>  Table 2.1.1 of <b>Appendix 15.8.1 Climate Change Resilience Assessment</b> <a href="#">[APP-187]</a>  <b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)	Agreed
2.4.3.2	Inconsistency and lack of detail in some climate impact statements	The climate impact statements are lacking in consistency in the way they are articulated in that some are missing an 'impact'. They have a cause e.g. 'increased flooding' and an 'event' e.g. flooding of electrical equipment' but no end 'impact'. This end result is what should determine the consequence rating and could have led to an underestimation of risk.	The anticipated impacts of climate change are provided for all risks identified within the CCRA. In Chapter 15 of the ES (Climate Change) (APP-040) this is included within Tables 15.8.5 and 15.8.6 within the 'Climate Change Impact' column and in Appendix 15.8.1 (Climate Change Resilience Assessment) (APP-187) within Table 2.1.1 in the 'Climate Change Impact' column. Risk ratings	Tables 15.8.5 and 15.8.6 of <b>ES Chapter 15 Climate Change</b> <a href="#">[APP-040]</a>	Agreed

		<p><b>Updated position (Deadline 1):</b> Whilst there are different approaches to undertaking climate change risk assessments, and further detail and clarity around impact statements would be helpful, the Applicant's assessment of operational impacts does constitute a robust assessment that meets the planning requirements and the work undertaken is consistent with the relevant local council's policies regarding climate change.</p>	would not change following a clarification of specific impacts and therefore no material impact on the assessment will arise.	Table 2.1.1 of <b>Appendix 15.8.1 Climate Change Resilience Assessment</b> [ <a href="#">APP-187</a> ]	
2.4.4.1	Lack of identification of additional mitigation / adaptation measures.	<p>Whilst the Applicant may not have assessed any of the risks as 'significant', the identification of further mitigation or adaptation measures is an omission.</p> <p><b>Updated position (Deadline 1):</b> Whilst, it is acknowledged that the Applicant has outlined mitigation and adaptation measures for the project in the report and appendices, in addition to referencing existing policies and plans in place at GAL, the DAS only includes indicative climate resilience design principles which are not reflected in the Control Document. Appendix 1 of the DAS.</p>	<p>Further adaptation measures are not formally identified (under the heading of 'further mitigation') as no significant risks were identified within the assessment which would require mitigation that is not already embedded within the Project. However, mitigation measures are included within relevant chapters/documents. The Code of Construction Practice (Appendix 5.3.2) includes an overview of relevant mitigation measures. This document is referenced within Chapter 15 of the ES Climate Change. The Gatwick Airside Operations Adverse Weather Plan (GAL, 2021) sets out additional measures that should be followed during other extreme weather events. The Outline Climate Resilience Design Principles captured within the Design and Access Statement detail how elements of the design have been developed to account for climate change adaptation and would be implemented at the time of construction.</p> <p>An additional summary of mitigation measures/commitments made in relation to mitigation can be found in ES Appendix 5.2.3 Mitigation Route Map.</p> <p>Additionally, several mitigation measures are already embedded within the project. These are detailed within Table 15.8.4 and 15.9.1 in Chapter 15 of the ES (Climate Change).</p>	<p><b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)</p> <p>Table 15.8.4 and 15.9.1 of <b>ES Chapter 15 Climate Change</b> [<a href="#">APP-040</a>]</p> <p><b>Design and Access Statement Volume 5</b> [<a href="#">APP-257</a>]</p> <p><b>ES Appendix 5.2.3 Mitigation Route Map</b> [<a href="#">APP-078</a>]</p>	Not Agreed
2.4.4.2	Mitigation measures should be proposed to reduce the impact of Urban Heat Island (UHI) effect.	<p>The UHI Assessment states that 'mitigation of UHI is essential to ensure future resilience as the climate changes' and that the Project could 'exacerbate the increase in UHI effect' but does not propose the implementation of any specific mitigation measures.</p> <p><b>Updated position (Deadline 1):</b> It is acknowledged that the Applicant will monitor UHI. It's also recommended that where feasible and appropriate additional UHI mitigation measures are incorporated.</p>	<p>This statement in Paragraph 3.2.3 of Appendix 15.5.2 Urban Heat Island Assessment is not specific to the project, but refers to the UHI effect in urban centres more generally. The specific evaluation for the project is included in Section 3.3 'Evaluation of the Project'. It is not expected that the Project could create a new UHI effect. However, increased impervious surface cover and buildings alongside projected climate change-induced increases in temperature could exacerbate the increase in the UHI effect.</p> <p>It is noted in Paragraph 3.3.2 of ES Appendix 15.5.2: Urban Heat Island Assessment that the risks associated with the UHI effect (which were assessed as medium) should be monitored.</p>	<b>ES Appendix 15.5.2 Urban Heat Island Assessment</b> [ <a href="#">APP-186</a> ]	Under discussion

2.4.4.3	Climate Change	<p>The lack of identification of additional mitigation/adaptation measures is a key omission from the CCRA and the Urban Heat Island Assessment (UHIA) (APP-186). Whilst the Applicant may not have assessed any of the risks as 'significant', the identification of further adaptation measures that can increase asset resilience should be noted, especially considering the potential underestimation of risk detailed above. The Applicant should identify and include in the report further adaptation measures that can be implemented in design, construction, or operation to further reduce the Project's vulnerability to climate change.</p> <p><b>Updated position (Deadline 1):</b> It is acknowledged that the Applicant has outlined mitigation and adaptation measures for the Project in the report and appendices, in addition to referencing existing policies and plans in place at GAL.</p>	<p>Further adaptation measures are not formally identified (under the heading of 'further mitigation') as no significant risks were identified within the assessment which would require mitigation that is not already embedded within the Project. However, mitigation measures are included within relevant chapters/documents. The Code of Construction Practice includes an overview of relevant mitigation measures. This document is referenced within Chapter 15 of the ES (Climate Change). The Gatwick Airside Operations Adverse Weather Plan (GAL, 2021) sets out additional measures that should be followed during other extreme weather events. The Outline Climate Resilience Design Principles captured within the Design and Access statement detail how elements of the design have been developed to account for climate change adaptation and would be implemented at the time of construction.</p> <p>An additional summary of mitigation measures/commitments made in relation to mitigation can be found in ES Appendix 5.2.3 Mitigation Route Map.</p> <p>Additionally, several mitigation measures are already embedded within the project. These are detailed within Table 15.8.4 and 15.9.1 in Chapter 15 of the ES (Climate Change) (APP-040).</p>	<p><b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)</p> <p><b>ES Chapter 15 Climate Change</b> <a href="#">[APP-040]</a></p> <p><b>Design and Access Statement Volume 5</b> <a href="#">[APP-257]</a></p> <p><b>ES Appendix 5.2.3 Mitigation Route Map</b> <a href="#">[APP-078]</a></p>	Agreed
2.4.4.4	Climate Change	<p>The Applicant has not made clear the links between the CCRA and the Mitigation Route Map (APP-078), which has not ensured they are consistent with the messaging they are providing.</p> <p><b>Updated position (Deadline 1):</b> Noted, no further comment.</p>	<p>The Climate Change Chapter (Chapter 15 of the ES) makes reference to relevant chapters/documents within the DCO application that specify relevant mitigation and management approaches in relation to climate change. The measures within the Route Map (ES Appendix 5.2.3 Mitigation Route Map) are consistent with those included in Chapter 15 (Climate Change) in Table 15.8.4 and Table 15.9.1.</p>	<p><b>ES Chapter 15 Climate Change</b> <a href="#">[APP-040]</a></p> <p><b>ES Appendix 5.2.3 Mitigation Route Map</b> <a href="#">[APP-078]</a></p>	Agreed
<p><b>Other</b></p>					
<p><i>There are no other matters relevant to this topic in this Statement of Common Ground.</i></p>					



Construction

2.5.1 Table 2.5 sets out the position of both parties in relation to construction matters.

**Table 2.5 Statement of Common Ground – Construction Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
2.5.1.1	Lack of construction phasing information.	<p>Further information is needed to satisfy stakeholders correct levels of mitigation have been put in place through the lengthy construction phase, including traffic management.</p> <p><b>Updated position (Deadline 1):</b> See comments below relating to OCTMP in this section. Concern is also raised through the process regarding the lack of Community Engagement Plan in Row 19.122. WSCC would require an outline version of this Plan to understand how GAL intent to communicate with the communities affected during the long construction programme.</p>	<p>ES Chapter 5: Project Description, along with its Appendices 5.3.1, Buildability Report, and 5.3.3, Indicative Construction Sequencing, provide indicative information on the proposed construction phasing.</p> <p>The detailed construction phasing will be finalised during the detailed design and pre-construction stages.</p>	<p><b>ES Chapter 5 Project Description</b> (Doc Ref. 5.1)</p> <p><b>ES Appendix 5.3.1 Buildability Report Part B Part 1</b> [<a href="#">APP-080</a>]</p> <p><b>ES Appendix 5.3.3 Indicative Construction Sequencing</b> [<a href="#">APP-088</a>]</p>	Under discussion
2.5.1.2	Outline Construction Traffic Management Plan (CTMP)	The OCTMP identifies risks associated with construction traffic utilising routes through the J10 M23 and Hazelwick Air Quality Management Areas in Crawley. Reference is made to a monitoring system that 'it is envisaged' will be developed in the CTMP. However, no details on this monitoring system are provided.	<p>The impact from construction traffic due to movement of construction materials will be managed in accordance with a Construction Traffic Management Plan (CTMP). The impact of construction workforce travelling to and from the Airport will be managed in accordance with a Construction Workforce Travel Plan (CWTP), both of which will be developed by GAL and its contractors during detailed design / pre-construction stage in accordance with the Outline Construction Traffic Management Plan.</p> <p>The detailed Construction Traffic Management Plan (CTMP) and Construction Workforce Travel Plan (CWTP) will be developed during detailed design and pre-construction stage in consultation with the relevant highway authority and the National Highways.</p> <p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant. As such, no mitigation is required as a result of the project.</p>	<p><b>ES Appendix 5.3.2 Annex 3 Outline Construction Traffic Management Plan</b> [<a href="#">APP-085</a>]</p> <p><b>ES Appendix 5.3.2 Annex 2 Outline Construction Workforce Travel Plan</b> [<a href="#">APP-084</a>]</p> <p><b>ES Chapter 13 Air Quality</b> [<a href="#">APP-038</a>]</p> <p><b>ES Appendix 13.8.1 Air Quality Construction Period Mitigation</b> [<a href="#">APP-161</a>]</p>	Not Agreed

			<p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p>Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in Section 5.8 of the ES Appendix Construction Period Mitigation and are included in the Code of Construction Practice, to be secured under the requirements of the DCO.</p>		
2.5.1.3	Project Description and Construction Phase Detail	<p>Given the duration of the construction programme will be up to 14 years, there is a lack of construction phasing information, which should be presented more clearly to enable local communities and WSCC to understand if the impacts have been appropriately addressed and mitigated through the outline control documents.</p> <p><b>Updated position (Deadline 1):</b> See comments below relating to OCTMP in this section. Concern is also raised through the process regarding the lack of Community Engagement Plan in Row 19.122. WSCC would require an outline version of this Plan to understand how GAL intent to communicate with the communities affected during the long construction programme</p>	<p>ES Chapter 5: Project Description, along with its Appendices 5.3.1, Buildability Report, and 5.3.3, Indicative Construction Sequencing, provide indicative information on the proposed construction phasing.</p> <p>The detailed construction phasing will be finalised during the detailed design and pre-construction stages.</p>	<p><b>ES Chapter 5 Project Description</b> (Doc Ref. 5.1)</p> <p><b>ES Appendix 5.3.1 Buildability Report Part B</b> [APP-080]</p> <p><b>ES Appendix 5.3.3 Indicative Construction Sequencing</b> [APP-088]</p>	Under discussion
2.5.1.4	CoCP and OCTMP	<p>There is a lack of detail and clarity in the CoCP and Outline Construction Traffic Management Plan (OCTMP) (APP-085), including in relation to some of the proposed measures to reduce the construction impact, for example, the criteria for when contingency access routes may be used. The Applicant has also committed to working closely with the relevant authorities to carefully plan and manage construction traffic to ensure construction vehicles avoid areas that may increase traffic risk to vulnerable road users. However, the contingency access routes pass several schools and there is no firm commitment to ensure construction traffic, associated with the Project, avoid movements during school start and end times. These problems need to be addressed.</p>	<p>The impact from construction traffic due to movement of construction materials will be managed in accordance with a Construction Traffic Management Plan (CTMP). The impact of construction workforce travelling to and from the Airport will be managed in accordance with a Construction Workforce Travel Plan (CWTP), both of which will be developed by GAL and its contractors during detailed design / pre-construction stage in accordance with the Outline Construction Traffic Management Plan.</p> <p>The detailed Construction Traffic Management Plan (CTMP) and Construction Workforce Travel Plan (CWTP) will be developed during detailed design and pre-construction stage in consultation with the relevant highway authority and the National Highways.</p>	<p><b>ES Appendix 5.3.2 Annex 3 Outline Construction Traffic Management Plan</b> [APP-085]</p> <p><b>ES Appendix 5.3.2 Annex 2 Outline Construction Workforce Travel Plan</b> [APP-084]</p>	Not Agreed
2.5.1.5	Mitigation, Compensation and Enhancement	<p>The OCTMP (APP-085), whilst promoting positive measures to influence travel behaviour, lacks details and firm commitments about these and further clarification is required. For example, a commitment potentially involves increasing the frequency or capacity of buses to the construction site and another offering incentives or subsidies to contractors who chose</p>	<p>The impact from construction traffic due to movement of construction materials will be managed in accordance with a Construction Traffic Management Plan (CTMP). The impact of construction workforce travelling to and from the Airport will be managed in accordance with a Construction Workforce Travel Plan (CWTP), both of which will be developed by GAL and its contractors</p>	<p><b>ES Appendix 5.3.2 Annex 3 Outline Construction Traffic Management Plan</b> [APP-085]</p>	Not Agreed

		to commute using public transport. However, no specific details are provided.	<p>during detailed design / pre-construction stage in accordance with the Outline Construction Traffic Management Plan.</p> <p>The detailed Construction Traffic Management Plan (CTMP) and Construction Workforce Travel Plan (CWTP) will be developed during detailed design and pre-construction stage in consultation with the relevant highway authority and the National Highways.</p>	<b>ES Appendix 5.3.2 Annex 2 Outline Construction Workforce Travel Plan [APP-084]</b>	
<b>2.5.1.6</b>	Outline Construction Workforce Travel Plan	There is a lack of information on the monitoring the effectiveness of the OCTMP (APP-085) and Outline Construction Workforce Travel Plan (OCWTP) (APP-084) to understand how any deviation from the OCTMP and OCWTP will be addressed to protect air quality.	<p>The impact from construction traffic due to movement of construction materials will be managed in accordance with a Construction Traffic Management Plan (CTMP). The impact of construction workforce travelling to and from the Airport will be managed in accordance with a Construction Workforce Travel Plan (CWTP), both of which will be developed by GAL and its contractors during detailed design / pre-construction stage in accordance with the Outline Construction Traffic Management Plan.</p> <p>The detailed Construction Traffic Management Plan (CTMP) and Construction Workforce Travel Plan (CWTP) will be developed during detailed design and pre-construction stage in consultation with the relevant highway authority and the National Highways.</p>	<b>ES Appendix 5.3.2 Annex 3 Outline Construction Traffic Management Plan [APP-085]</b>  <b>ES Appendix 5.3.2 Annex 2 Outline Construction Workforce Travel Plan [APP-084]</b>	Not Agreed

Cumulative Effects and Interrelationships

2.6.1 Table 2.6 sets out the position of both parties in relation to cumulative effects and interrelationships matters.

**Table 2.6 Statement of Common Ground – Cumulative Effects and Interrelationships Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Cumulative Effects and Interrelationships within this Statement of Common Ground.</i>					



Draft DCO and Explanatory Memorandum

2.7.1 Table 2.7 sets out the position of both parties in relation to Draft DCO and Explanatory Memorandum matters.

**Table 2.7 Statement of Common Ground – Draft DCO and Explanatory Memorandum Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
2.7.1.1	Concerns about dDCO wording.	<p>WSCC have provided initial comments on the dDCO and the Applicant has amended some elements to take account of these comments. Principal areas of disagreement remain in relation to various articles and schedules within the dDCO.</p> <p><b>Updated position (Deadline 1):</b> All references in this column to the draft Development Consent Order (“dDCO”) are to Version 3.0 of the dDO [PDLA-004] dated February 2024. This column provides a summary of the Council’s position in respect of the points detailed in Table 2.7. Further detail, particularly in respect of points not addressed in Table 2.7, will be submitted at Deadline 1.</p>	<p>The Council's specific concerns are responded to below.</p>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p>	Under discussion
2.7.1.2	Draft Development Consent Order (APP-006)	<p>The definition of “commencement” and, in particular, the implications arising from certain operations which fall outside that definition, and which do not appear to be controlled (article 2(1), interpretation);</p> <p><b>Updated position (Deadline 1):</b> It is noted that each of the 15 exceptions to the definition of “commencement” is either included in at least one of the following made DCOs: Sizewell C, Manston Airport, and M25 Junction 28, or “aligns with emerging drafting submitted in the Luton Airport Expansion” dDCO.</p> <p>The SoCG and Explanatory Memorandum (“EM”) [AS-006] identify precedents; however, this is not enough. For instance, it does not follow that a provision relevant to the authorisation of a nuclear-powered generating station in Suffolk or the alteration of a motorway junction in Essex is relevant to the instant project. The relevance must be explained and the inclusion of the provision justified. The same point applies to provisions based on those which are included in airport DCOs, made or otherwise.</p> <p><i>Advice Note Fifteen: Drafting Development Consent Orders</i> (republished July 2018 (version 2)) is clear on this point. It states –</p> <p>“If a draft DCO includes wording derived from other made DCOs, this should be explained in the Explanatory Memorandum. <u>The Explanatory Memorandum should explain why that particular wording is relevant to the proposed draft DCO, for example detailing what is factually similar for both the relevant consented</u></p>	<p>The drafting of the definition of "commence" has advanced since the version commented upon. There are now 15 exceptions at sub-paragraphs (a) to (o) of article 2(1).</p> <p>These exceptions are all preceded by at least one of the Sizewell C (article 2), Manston Airport (article 2) or M25 J28 (article 2) DCOs or align with emerging drafting submitted in the Luton Airport Expansion application (Schedule 2, Part 1). The only additional provision is sub-paragraph (n) (establishment of temporary haul roads), which has been included as a separate limb for clarity, though the stated activity falls within the scope of other more generally worded exceptions from "commencement" in precedent DCOs (e.g. 'construction of temporary structures').</p> <p>As per paragraph 3.4.1 of the Explanatory Memorandum to the Draft Development Consent Order [AS-006] ("ExM"), it is reasonable and proportionate to include the specified exceptions to enable the efficient use of time in the construction timetable prior to the triggering of "commencement" under the DCO. All pre-commencement activities will be subject to the Code of Construction Practice and its associated management plans (see requirement 7) and must be carried out in accordance with the Carbon Action Plan (see requirement 21).</p> <p>The activities specified in this definition were selected to accord with precedent and as activities which can be (and, in many cases, must be) carried out early in the construction timetable. As per the</p>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p> <p>Paragraph 3.4.1 of the <b>Explanatory Memorandum to the Draft Development Consent Order [AS-006]</b></p> <p><b>ES Chapter 5 Project Description</b> (Doc Ref. 5.1)</p>	Under discussion

		<p>NSIP and the Proposed Development. <u>It is not sufficient for an Explanatory Memorandum to simply state that a particular provision has found favour with the Secretary of State previously: the ExA and Secretary of State will need to understand why it is appropriate for the scheme applied for. Any divergence in wording from the consented DCO drafting should also be explained.</u> Note, though, that policy can change and develop”.</p> <p>(Paragraph 1.5, emphasis added).</p> <p>In the light of the above, it is clear the applicant should give reasons specific to each exception being suggested, rather than seeking to rely on the generic reference to precedent made in the EM and SoCG.</p> <p>WSCC notes pre-commencement activities are subject to the COCP; however, this is not clear from Requirement 7 (code of construction practice) and it should be made explicit on the face of the dDCO. The limitations of the COCP, and the Council's concerns about that document, are described elsewhere in this document.</p> <p>Paragraph 3.4.1 of the EM <b>[AS-006]</b> states the excluded operations “do not give rise to any materially new or materially different environmental effects to those assessed in the Environmental Statement (Doc Ref. 5.1), being either de minimis or having minimal potential for adverse effects, in line with the Planning Inspectorate’s Advice Note 15”. Paragraph 3.4.1 then goes on to refer to them as “low impact preparatory works”.</p> <p>Certain of the excluded operations would seem capable of giving rise to significant effects and it is not clear how the dDCO restricts these works to “low impact preparatory works”. To give one example, sub-paragraph (k) (“erection of temporary buildings and structures”) does not place any limit on the size of the “buildings and structures” or indicate what “temporary” might mean. An explanation is needed.</p> <p>Regarding temporary exempted works generally (for instance, as well as the temporary buildings and structures already referred to, sub-paragraph (n) provides for the “establishment of temporary haul roads” and sub-paragraph (o) for the “temporary display of site notices, advertisements or information”) it is not clear how these will be dealt with when they are no longer needed. Again, this needs to be made clear on the face of the dDCO. WSCC is surprised by the applicant’s conclusion that no passage from the ES can be cited in respect of any exception (noting that, to give one example, the exception could provide for a temporary building of limitless size). The Council considers this</p>	<p>ExM, the activities do not give rise to materially new or materially different environmental effects to those assessed in the ES.</p> <p>The ES assesses the environmental impacts from preparatory and construction activities for the project, and the activities captured by the exceptions to the definition of “commence” have been assessed as part of this exercise. However, given that the exceptions are categories of activities which form part of the wider preparatory and construction works timetable, there are not specific passages of the ES which can be cited in respect of each individual exception. Certain of the pre-commencement activities which can be identified with particular certainty at this stage are described from Paragraph 5.3.8 of ES Chapter 5: Project Description.</p>		
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2.7.1.3	Draft Development Consent Order (APP-006)	<p>Clarification of other definitions relating to various airport and boundary plans listed in the order and extent of operational land.</p>	<p>The precise nature of the Council's concerns is not clear from this comment – please clarify.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion
2.7.1.4	Draft Development Consent Order (APP-006)	<p>The drafting of article 3 (development consent etc. granted by Order).</p> <p><b>Updated position (Deadline 1):</b> A drafting point regarding article 3(2): the EM says this paragraph is preceded in art.3(2) of the Manston Airport DCO 2022; however, while Gatwick refers to “Any enactment applying to land <u>within or adjacent</u> to the Order limits ...” Manston refers to “Any enactment applying to land <u>within, adjoining or sharing a common boundary</u> with the Order limits”.</p> <p>WSSCC would be grateful if the applicant could confirm why it departed from the cited precedent.</p>	<p>Several precedent DCOs contain a separate article authorising the operation and use of the authorised development – see, for example, article 7 of the Sizewell C DCO: “<i>The undertaker is authorised to operate and use the authorised development for which development consent is granted by this Order.</i>”</p> <p>In drafting article 3 of the draft DCO, it was considered that it was clearer and more succinct to subsume the separate authorisation of operation and use into a single provision in article 3.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion
2.7.1.5	Draft Development Consent Order (APP-006)	<p>The drafting of article 6 limit of works which appears to give the Applicant the ability to exceed parameters beyond the ES.</p> <p>WSSCC maintains its position that clarification is needed on how what is shown on the plans relates to the various definitions of the airfield boundaries, DCO limits and operational land for both the current and future Airport.</p>	<p>The deviations authorised by article 6 were discussed with the EIA team as part of design coordination during the development of the proposals. The parameters assessed are set out in paragraphs 5.2.9 to 5.2.108 of ES Chapter 5: Project Description, including at paragraph 5.2.13, which records that the Work Plans and Parameter Plans show the “<i>approximate level of the finished works</i>” (emphasis added).</p> <p>In any event, it is not intended to raise or lower the full scheme of the surface access works up to the limits of deviation specified in article 6, particularly given that the scheme will be tied into existing infrastructure and accesses. It is envisaged that sections of the scheme will be raised or lowered to a lesser degree (e.g. as part of refinements of structural depths of bridge decks) and that there may be modest changes (within the specified limits) to levels such as where necessary to shift the high point of flyovers.</p> <p>Detailed design for any aspect of the works will be subject to the approval of the relevant planning authority (pursuant to requirements 4 and 5 of the draft DCO) or National Highways (pursuant to requirement 6 and Part 3 of Schedule 9 of the draft DCO).</p>	<p>Draft DCO (Doc Ref. 2.1)</p> <p><b>ES Chapter 5 Project Description</b> (Doc Ref. 5.1)</p>	Under discussion

<p>2.7.1.6</p>	<p>Draft Development Consent Order (APP-006)</p>	<p>The drafting of article 9 (planning permission) and confirmation regarding which planning permission and conditions the applicant is concerned about.</p> <p><b>Updated position (Deadline 1):</b> To allow WSCC to understand the full implications of article 9(3) and (4), WSCC requests the applicant provides a full list of the existing planning permissions (including deemed planning permission) which are at issue. Once that information is provided, WSCC will be better able to say whether those provisions are acceptable.</p> <p>Regarding article 9(4), who will decide what “incompatible” means and how that will be conveyed to other parties (e.g. the local planning authority)?</p> <p>Regarding article 9(5), WSCC disagrees with the applicant's analysis that retaining permitted development rights would “allow for <u>minor works</u> to be separately consented without needing to rely on an amendment to the Order, which would be disproportionate and impractical”.</p> <p>First, WSCC considers the potential scope of development permitted by the provisions cited in article 9(5) cannot be dismissed as “minor works” and is unconvinced these should be retained. Second, if further development, which is not authorised by the DCO, is to take place at the airport, it should be subject to control by the local planning authority. Third, if the applicant wants the DCO to authorise yet further works, these should be included in Schedule 1 in the usual way (and their effects assessed). This approach is consistent with Advice note thirteen: Preparation of a draft order granting development consent and explanatory memorandum (Republished February 2019 (version 3)) which states (at paragraph 2.9) the dDCO should include the following –</p> <ul style="list-style-type: none"> <li>• “A full, precise and complete description of each element of the NSIP, preferably itemised in a Schedule to the DCO; and</li> <li>• A full, precise and complete description of each element of any necessary “associated development””.</li> </ul> <p>The retention of permitted development rights could, contrary to Advice note thirteen, result in a partial and incomplete description of the proposed development being included in the dDCO.</p>	<p>Please refer to paragraphs 4.24 – 4.28 of the ExM, which explains the rationale for article 9 in light of the recent Supreme Court decision in <i>Hillside Parks Ltd v Snowdonia National Park Authority</i> [2022] UKSC 30. Other recently submitted DCO applications make similar provision, including the draft Luton Airport Expansion DCO (article 45) and Lower Thames Crossing DCO (article 56).</p> <p>As regards the cited wording which disapplies incompatible conditions of previously granted planning permissions, similar wording features in article 45(2)(c) of the draft Luton Airport Expansion DCO.</p> <p>In response to the further queries:</p> <ol style="list-style-type: none"> <li>1) The drafting at article 9(1) of the draft DCO is a model provision (article 36) which is well-established in numerous precedent DCOs. The drafting is by reference to section 264 of the Town and Country Planning Act 1990 (“TCPA 1990”) and the effect is to ensure that permitted development rights attaching to the undertaker in relation to operational land have effect as they would do if planning permission had been granted for the authorised development. “Operational land” is defined in section 263 TCPA 1990.</li> <li>2) Sub-paragraphs (2) and (3) address legal risk arising from the <i>Hillside</i> decision and ensure that (i) the authorised development can continue to be carried out notwithstanding an incompatible planning permission and (ii) planning permissions granted and initiated prior to commencement of the authorised development under the DCO can continue to be lawfully implemented thereafter. Whether activities authorised by the DCO are taking place pre- or post-commencement do not affect these principles.</li> <li>3) As above.</li> <li>4) ‘Incompatibility’ is as discussed in the <i>Hillside</i> decision. A planning permission would be ‘incompatible’ with the development authorised by the DCO if it were physically impossible to build out both developments (e.g. due to overlapping consented structures).</li> </ol> <p>There is no sub-paragraph (9) in article 9 of the current draft DCO and it is presumed that this point is in reference to sub-paragraphs (5) and (6) of the present drafting. These make clear that the DCO does not restrict the future exercise by the undertaker of permitted development rights. This is necessary to ensure that GAL as airport</p>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p> <p>Paragraphs 4.24 – 4.28 of the <b>Explanatory Memorandum to the Draft Development Consent Order</b> [<a href="#">AS-006</a>]</p>	<p>Under discussion</p>
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			operator can continue to rely on its extant permitted development rights to facilitate the ongoing operation of the airport and allow for minor works to be separately consented without needing to rely on an amendment to the Order, which would be disproportionate and impractical.		
2.7.1.7	Draft Development Consent Order (APP-006)	The disapplication of several provisions of the New Roads and Street Works Act 1991 without the application of the relevant highway authority's permit scheme (article 10; application of the 1991 Act).	<p>The drafting of article 10 has advanced since the version commented on by the Councils and the cross-references are now complete. The latest draft no longer refers to "permit schemes".</p> <p>Section 74A of the 1991 Act is no longer disapplied in the latest draft of the DCO. Sections 73B, 73C and 78A of the 1991 Act are disapplied in several precedent DCOs, including the Sizewell C (article 15), Manston Airport (article 10), A303 (Amesbury to Berwick Down) (article 8) and A417 Missing Link (article 12) DCOs. Section 77 of the 1991 Act is disapplied in the Sizewell C DCO (article 15).</p> <p>GAL invites the Councils to please specify the precise nature of their concern with the disapplication of these provisions and why the approach here should depart from the precedent outlined.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion
2.7.1.8	Draft Development Consent Order (APP-006)	<p>The way in which street works are controlled under article 11 (street works).</p> <p><b>Updated position (Deadline 1):</b> Owing to the small number of streets affected within the Order limits, it would seem straightforward to cross-refer in the article to a specified list. The applicant will be aware that such an approach is not unusual. Absent such cross-reference, WSCC maintains its position that the power should be subject to street authority control</p>	<p>Article 11 is by reference to streets "within the Order limits" rather than a specified list of streets because (i) there are only a small number of streets within the Order limits and there is little benefit therefore in listing them in a schedule and (ii) GAL foresees a need for flexibility as regards the streets under which it may need to carry out works, particularly in relation to necessary utility diversions which may become apparent during construction.</p> <p>Further, such an approach is precedent in several DCOs, including the A38 Derby Junctions (article 11), A47 Wansford to Sutton (article 15), A57 Link Roads (article 10) and Thurrock Flexible Generation Plant (article 11) DCOs.</p> <p>The additional wording proposed in bold is not included in any of these precedent DCOs. Its inclusion would be a departure from well-established precedent and therefore unjustified.</p> <p>The approach in the draft DCO, that article 11 does not require the consent of the street authority while article 12 does, is precedent in the Sizewell C DCO (see articles 13 and 14). The works envisaged by article 12, which extend inter alia to permanently altering the nature and characteristics of streets, are of greater consequence to the ongoing use of the streets in question than the</p>	Draft DCO (Doc Ref. 2.1)	Under discussion



			more limited works envisaged by article 11, which are largely in or under the streets. There is therefore good reason why the street authority's consent should be required for works under article 12 and not article 11.		
<b>2.7.1.9</b>	Draft Development Consent Order (APP-006)	The inclusion of deeming provisions in articles 12(4) (power to alter layout, etc. of streets), article 14(8) (temporary closure of streets), 18(10) (traffic regulations), 22(5) (discharge of water), and 24(6) (authority to survey and investigate the land).	<p>The drafting of article 14 has advanced since the version commented on by the Councils.</p> <p><u>New sub-paragraph after sub-paragraph (5)</u></p> <p>The additional wording proposed to be included after existing sub-paragraph (5) is not considered necessary. Sub-paragraph (4) already provides that: "The undertaker must not temporarily alter, divert, prohibit the use of or restrict the use of any street without the consent of the street authority, which may attach reasonable conditions to any consent but such consent must not be unreasonably withheld or delayed". Should the street authority wish to request an alternative route to the temporarily altered/diverted/restricted etc. street be provided, it can do so as a condition to its consent (provided that such a condition is reasonable in the circumstances).</p> <p>Materially similar formulations of article 14 (without the additional proposed wording) were included in precedent DCOs including the M25 Junction 10/A3 Wisley Interchange (article 14) and A38 Derby Junctions (article 15) DCOs. It is also noted that a similar approach has been taken in the emerging draft Luton Airport Expansion DCO (article 13).</p> <p><u>"Must not be of a lower standard"</u></p> <p>The further proposed amendment in bold to what is now sub-paragraph (5) ("and must not be of a lower standard") is not justified. Where a street is being temporarily altered, diverted or restricted (etc.), it is not reasonable to require that the temporary diversion be of the same standard as the main permanent route. Indeed, this is unlikely to be the case.</p> <p><u>Deeming provision</u></p> <p>Several provisions of the DCO (including this article 14) contain deeming provisions where the consent of a third-party body is required. A failure to respond to requests for consent in a timely manner can lead to significant delays in a construction timetable. Use of deeming provisions in respect of some key consents is</p>	Draft DCO (Doc Ref. 2.1)	Under discussion

			therefore considered reasonable and in alignment with the objectives of the Planning Act 2008 to ensure efficient delivery of nationally significant infrastructure projects. To reflect the Councils' concern regarding deemed approval, the time period after which consent is deemed given has been extended to 56 days rather than the 28 days included in the version of the DCO upon which the Councils have commented.		
<b>2.7.1.10</b>	Draft Development Consent Order (APP-006)	The standard to which alternative routes must be provided under article 14(5) (temporary closure of streets).	<p>The drafting of article 14 has advanced since the version commented on by the Councils.</p> <p><u>New sub-paragraph after sub-paragraph (5)</u></p> <p>The additional wording proposed to be included after existing sub-paragraph (5) is not considered necessary. Sub-paragraph (4) already provides that: "The undertaker must not temporarily alter, divert, prohibit the use of or restrict the use of any street without the consent of the street authority, which may attach reasonable conditions to any consent but such consent must not be unreasonably withheld or delayed". Should the street authority wish to request an alternative route to the temporarily altered/diverted/restricted etc. street be provided, it can do so as a condition to its consent (provided that such a condition is reasonable in the circumstances).</p> <p>Materially similar formulations of article 14 (without the additional proposed wording) were included in precedent DCOs including the M25 Junction 10/A3 Wisley Interchange (article 14) and A38 Derby Junctions (article 15) DCOs. It is also noted that a similar approach has been taken in the emerging draft Luton Airport Expansion DCO (article 13).</p> <p><u>"Must not be of a lower standard"</u></p> <p>The further proposed amendment in bold to what is now sub-paragraph (5) ("and must not be of a lower standard") is not justified. Where a street is being temporarily altered, diverted or restricted (etc.), it is not reasonable to require that the temporary diversion be of the same standard as the main permanent route. Indeed, this is unlikely to be the case.</p> <p><u>Deeming provision</u></p> <p>Several provisions of the DCO (including this article 14) contain deeming provisions where the consent of a third-party body is</p>	<b>Draft DCO</b> (Doc Ref. 2.1)	Under discussion

			<p>required. A failure to respond to requests for consent in a timely manner can lead to significant delays in a construction timetable. Use of deeming provisions in respect of some key consents is therefore considered reasonable and in alignment with the objectives of the Planning Act 2008 to ensure efficient delivery of nationally significant infrastructure projects. To reflect the Councils' concern regarding deemed approval, the time period after which consent is deemed given has been extended to 56 days rather than the 28 days included in the version of the DCO upon which the Councils have commented.</p>		
2.7.1.11	Draft Development Consent Order (APP-006)	<p>The proposal to allow the Applicant to create new means of access without the street authority's consent under article 16 (access to works).</p> <p><b>Updated position (Deadline 1):</b> The Council maintains its position that consent is required for the creation of new means of access.</p>	<p>GAL is content to add this wording to article 13.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion
2.7.1.12	Draft Development Consent Order (APP-006)	<p>How the "instrument" referred to in article 18(6)(a)(traffic regulations) will be accessed</p>	<p>The drafting of article 14 has advanced since the version commented on by the Councils.</p> <p><u>New sub-paragraph after sub-paragraph (5)</u></p> <p>The additional wording proposed to be included after existing sub-paragraph (5) is not considered necessary. Sub-paragraph (4) already provides that: "The undertaker must not temporarily alter, divert, prohibit the use of or restrict the use of any street without the consent of the street authority, which may attach reasonable conditions to any consent but such consent must not be unreasonably withheld or delayed". Should the street authority wish to request an alternative route to the temporarily altered/diverted/restricted etc. street be provided, it can do so as a condition to its consent (provided that such a condition is reasonable in the circumstances).</p> <p>Materially similar formulations of article 14 (without the additional proposed wording) were included in precedent DCOs including the M25 Junction 10/A3 Wisley Interchange (article 14) and A38 Derby Junctions (article 15) DCOs. It is also noted that a similar approach has been taken in the emerging draft Luton Airport Expansion DCO (article 13).</p> <p><u>"Must not be of a lower standard"</u></p> <p>The further proposed amendment in bold to what is now sub-paragraph (5) ("and must not be of a lower standard") is not</p>	Draft DCO (Doc Ref. 2.1)	Under discussion

			<p>justified. Where a street is being temporarily altered, diverted or restricted (etc.), it is not reasonable to require that the temporary diversion be of the same standard as the main permanent route. Indeed, this is unlikely to be the case.</p> <p><u>Deeming provision</u></p> <p>Several provisions of the DCO (including this article 14) contain deeming provisions where the consent of a third-party body is required. A failure to respond to requests for consent in a timely manner can lead to significant delays in a construction timetable. Use of deeming provisions in respect of some key consents is therefore considered reasonable and in alignment with the objectives of the Planning Act 2008 to ensure efficient delivery of nationally significant infrastructure projects. To reflect the Councils' concern regarding deemed approval, the time period after which consent is deemed given has been extended to 56 days rather than the 28 days included in the version of the DCO upon which the Councils have commented.</p>		
2.7.1.13	Draft Development Consent Order (APP-006)	The need for highway authorities to agree template agreements before the end of the Examination with the Applicant under article 21 (agreements with highway authorities)	Noted.	n/a	Under discussion
2.7.1.14	Draft Development Consent Order (APP-006)	The drafting of article 23, which concerns trees and hedgerows.	<p>While "removal of hedgerows, trees and shrubs" is excluded from the definition of "commence" in article 2 as noted, the present article (now article 25) will still govern how these activities are carried out, article 25 providing the underlying authority for these activities.</p> <p>The wording relating to "important hedgerows" has been removed from the latest draft of article 25, following confirmation that no such hedgerows are anticipated to be affected by the proposed development.</p> <p>Defining "hedgerow" by reference to the Hedgerow Regulations 1997 is well-established in many DCO precedents, including the Sizewell C (article 81), Southampton to London Pipeline (article 42) and Manston Airport (article 34) DCOs. Including a bespoke definition would be a significant departure from precedent and is not considered to be justified.</p> <p>The drafting of article 25 has advanced since the version commented upon by the Councils. For example, article 25(1)(b) now includes "<i>or property within the authorised development</i>". GAL will carefully consider the other proposed additions and will include</p>	Draft DCO (Doc Ref. 2.1)	Under discussion

			<p>them in the next draft of the DCO where reasonable and justified. It is not anticipated that there will be any concerns with tree and hedge works needing to be carried out in accordance with BS 3998:2010 (or more recent industry best practice).</p> <p>By way of initial comment on the remaining suggested additions, the new proposed sub-paragraph (3) does not appear necessary because:</p> <ul style="list-style-type: none"> <li>• it is unclear what is meant by "<i>relative bodies</i>";</li> <li>• (3)(a) is not needed because authority is only conferred on the undertaker to fell or lop in the circumstances specified in sub-paragraphs (1)(a) and (b);</li> <li>• (3)(b) is not needed because the DCO will not obviate the need for consents required for protected species or laws related thereto;</li> <li>• (3)(c) is not needed because the draft DCO does not contain drafting obviating the need to obtain a felling licence and such a licence would therefore be required prior to felling; and</li> </ul> <p>(3)(d) is not needed because the existence and protection afforded by tree preservation orders is not disturbed by the DCO (in the absence of express provision).</p>		
2.7.1.15	Draft Development Consent Order (APP-006)	<p>The inclusion of Work Nos. 26, 27, 28 and 29 (which all concern hotels) in Schedule 1 (authorised development).</p> <p><b>Updated position (Deadline 1):</b> It is not clear to WSCC how these hotel-related Works are “associated development”, per section 115 of the Planning Act 2008. There does not appear to be an explanation in the EM. A satisfactory explanation is needed. Moreover, the Council is concerned about the prospect of these works evading proper environmental controls. Owing to these facts, the Council considers these Works should be deleted from the dDCO.</p>	<p>It is presumed that this concern relates to hotel provision constituting "<i>associated development</i>" under the 2008 Act, though please clarify if this is not the case.</p> <p>Please refer to row 3.93 of Table 3 of the Issues Tracker for GAL's response on this point.</p>	n/a	Under discussion
2.7.1.16	Draft Development Consent Order (APP-006)	<p>The drafting of several requirements (Schedule 2) including: the drafting of “start date” (R.3(2) (time limits and notifications); the 14-day notification period in R3(2); why some documents must be produced “in accordance with” the certified documents and others must be produced either “in general accordance” or “in substantial accordance” with them; paras 12 (construction traffic management plan) &amp; 13 (Construction workforce travel plan) – “following consultation with the relevant local planning authority on matters related to its function.”; the drafting of R.14 (archaeological remains); and of those which concern noise (e.g. R.15</p>	<p>The precise nature of the Council's concerns in respect of the cited drafting is not clear from this comment – please clarify.</p> <p>In relation to the inclusion of wording such as "<i>in general accordance</i>", please refer to row 20.29 of Table 20 of the Issues Tracker.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion



		<p>(air noise envelope), R.18 (noise insulation scheme)); the ambiguous drafting in R.19 (airport operations); para 21 (carbon action plan) ambiguous "general accordance" is vague.</p> <p><b>Updated position (Deadline 1):</b> WSCC would like to understand why "in general accordance" has been used in Requirements 8(3), 10(2), 11(2), 21 and 22(2); and why "substantially in accordance" has been used in Requirements 7, 8(4), 12(2), 13(2) and 22(3).</p>			
2.7.1.17	Draft Development Consent Order (APP-006)	<p>The 8-week deadline in Schedule 11 (procedure for approvals, consents and appeals) for determining significant applications (e.g., the waste recycling facility).</p> <p><b>Updated position (Deadline 1):</b> For certain major works which are listed in Schedule 1 (including, but not limited to Work Nos. 26 to 29) the standard 6-week/ 8-week deadline is unreasonably short. The Council notes paragraph 1(2)(a) and (b) of Part 1 of Schedule 1 is subject to the applicant agreeing to an extension. There is no guarantee that an extension would be agreed and no obligation for the applicant to act reasonably in considering any request for extension.</p> <p>The Council considers it would be more straightforward if the major works had their own deadlines. More detail on this point will follow at Deadline 1.</p> <p>WSCC disagrees that such an approach would cause unnecessary delay. Major applications under the TCPA 1990 regime can take 13 weeks (or longer) to determine. Providing a 6 or 8 week deadline runs the risk of the application having to be refused and the parties spending time and resources on an appeal which might have been avoided if the Schedule included a reasonable timeframe for determination.</p>	<p>The 8-week period (or 6-week where the discharging authority need not consult with any other body) is the default period within which the discharging authority must respond. If further information is requested from the undertaker by the discharging authority, the 8/6 weeks run from the day immediately following that on which said further information is supplied. If a longer period is required, the undertaker and discharging authority can agree such longer period in writing (paragraphs 1(2)(a) and (b), Part 1, Schedule 11).</p> <p>Given the above, the specified periods provide sufficient time for the discharging authority to scrutinise applications pursuant to the requirements of the draft DCO. Any longer period would unduly and unnecessarily delay progress in implementing the authorised development.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion
2.7.1.18	Draft Development Consent Order (APP-006)	Principal areas of disagreement remain in relation to the wording in of the proposed highway works and traffic regulation orders, including speed limits.	Noted and GAL will continue discussions with the relevant stakeholders on these points.	n/a	Under discussion
2.7.1.19	Draft Development Consent Order (APP-006)	There is currently no mechanism to allow the Flood Resilience Statement to be secured through the dDCO.	GAL will consider how best to secure this document and confirm in due course.	n/a	Under discussion
2.7.1.20	Draft Development Consent Order (APP-006)	Regarding the proposed flood risk mitigation, it is not clear how the timing of the River Mole works (Work No.39) and Car Park Y attenuation tank (Work No. 30(a)) will be secured; similarly, it is not clear where the culverts and syphons are secured.	The cited works are anticipated to take place early in the construction timetable – see section 5.3 of ES Chapter 5: Project Description and ES Appendix 5.3.3: Indicative Construction Sequencing. GAL will consider further whether it is appropriate to secure the timing of their delivery.	Draft DCO (Doc Ref. 2.1)	Under discussion

			<p>Culverts and syphons are included in the design principles in Appendix A1 of Volume 5 of the <b>Design and Access Statement</b> [APP-257] and their delivery is therefore secured in the draft DCO by requirements 4 and 5, which require detailed designs to be approved by the relevant planning or highway authority prior to commencement. The detailed designs must be in accordance with the design principles.</p>	<p><b>ES Chapter 5 Project Description</b> (Doc Ref. 5.1)</p> <p><b>ES Appendix 5.3.3: Indicative Construction Sequencing</b> [APP-088]</p>	
2.7.1.21	Draft Development Consent Order (APP-006)	<p>The current wording in Part 4 article 25, is of significant concern due to the impacts on: secondary legislation which would subsequently be overridden, the lack of reference made to the quality of future permitted tree works; and the permitted removal of any hedgerow within the order limits that is required to be removed. This section should refer to relevant submitted 'approved plans' to limit the broad permissions which would currently be permitted.</p>	<p>While "removal of hedgerows, trees and shrubs" is excluded from the definition of "commence" in article 2 as noted, the present article (now article 25) will still govern how these activities are carried out, article 25 providing the underlying authority for these activities.</p> <p>The wording relating to "important hedgerows" has been removed from the latest draft of article 25, following confirmation that no such hedgerows are anticipated to be affected by the proposed development.</p> <p>Defining "hedgerow" by reference to the Hedgerow Regulations 1997 is well-established in many DCO precedents, including the Sizewell C (article 81), Southampton to London Pipeline (article 42) and Manston Airport (article 34) DCOs. Including a bespoke definition would be a significant departure from precedent and is not considered to be justified.</p> <p>The drafting of article 25 has advanced since the version commented upon by the Councils. For example, article 25(1)(b) now includes "<i>or property within the authorised development</i>". GAL will carefully consider the other proposed additions and will include them in the next draft of the DCO where reasonable and justified. It is not anticipated that there will be any concerns with tree and hedge works needing to be carried out in accordance with BS 3998:2010 (or more recent industry best practice).</p> <p>By way of initial comment on the remaining suggested additions, the new proposed sub-paragraph (3) does not appear necessary because:</p> <ul style="list-style-type: none"> <li>• it is unclear what is meant by "<i>relative bodies</i>";</li> <li>• (3)(a) is not needed because authority is only conferred on the undertaker to fell or lop in the circumstances specified in sub-paragraphs (1)(a) and (b);</li> </ul>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p>	<p>Under discussion</p>

			<ul style="list-style-type: none"> <li>• (3)(b) is not needed because the DCO will not obviate the need for consents required for protected species or laws related thereto;</li> <li>• (3)(c) is not needed because the draft DCO does not contain drafting obviating the need to obtain a felling licence and such a licence would therefore be required prior to felling; and</li> <li>• (3)(d) is not needed because the existence and protection afforded by tree preservation orders is not disturbed by the DCO (in the absence of express provision).</li> </ul>		
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Ecology and Nature Conservation

2.8.1 Table 2.8 sets out the position of both parties in relation to ecology and nature conservation matters.

**Table 2.8 Statement of Common Ground – Ecology and Nature Conservation Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.8.1.1	Evidence for null findings of ancient or veteran trees, as well as important hedgerows	<p>No demonstration that these receptors have been appropriately surveyed, nor followed appropriate methodology.</p> <p><b>Updated position (Deadline 1):</b> Unable to find section A2.1.159 of Appendix 9.6.2. Tree data within the oLEMP appears to only include the surface access works.</p>	<p>The methodology used to assess the presence of Veteran Trees is set out in Section A2.1.159 of Appendix 9.6.2 Ecology Survey Report of the ES. Data are presented in the tree schedules in the oLEMP.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p><b>ES Appendix 9.6.2 Ecology Survey Report Part 2</b> [APP-124]</p> <p><b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement</b> (Doc Ref. 5.3)</p>	Not Agreed
2.8.1.2	Lack of demonstration that arboricultural features have been considered, designed for and appropriately avoided, mitigated or compensated for	<p>Potential impacts multiple to arboricultural features of unknown value.</p> <p><b>Updated position (Deadline 1):</b> Initiation of discussion is welcomed. Any mitigation or compensation measures will need to be secured by DCO requirements.</p> <p>An Arboricultural Method Statement must also be submitted alongside other documents stated by the Applicant.</p>	<p>An Arboriculture Impact Assessment and Tree Protection Plan are being produced and will be shared with the local authorities once available.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p><b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement</b> (Doc Ref. 5.3)</p>	Under discussion
2.8.1.3	Baseline Environment	The Phase 1 Habitat Survey (APP-125) should have extended beyond the DCO Limits to identify wildlife corridors and potential enhancement opportunities in the surrounding landscape.	The scope of the surveys undertaken to inform the Project was agreed with Natural England during pre-submission consultation. This included with respect to the Phase 1 Habitat Survey.	n/a	Not Agreed

2.8.1.4	Arboriculture	<p>Arboricultural features are a material planning consideration. It is therefore, disappointing that a relevant depiction of such features has not been presented using recognised survey and assessment techniques. Accordingly, the impact on such receptors is incomplete. Further, adequate protection measures for ancient woodland and other retained arboricultural features have not been demonstrated.</p> <p><b>Updated position (Deadline 1):</b> It is not clear how tree protection measures stated within Table 9.8.1 of Chapter 9 Ecology and Nature Conservation of the ES are appropriate nor adequate. This must be informed from an Arboricultural Impact Assessment (in accordance with BS5837:2012).</p>	<p>As set out in Table 9.8.1 of Chapter 9 Ecology and Nature Conservation of the ES '<i>Protective fencing, in accordance with BS 5837, would be erected around these features to prevent access by people, materials or machinery</i>'. Full details of the location of tree protection and associated buffer zones for ancient woodland will be set out in the CoCP and associated tree protection plans.</p> <p>Further arboricultural surveys are on-going and will be presented when complete.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p><b>ES Chapter 9 Ecology and Nature Conservation</b> <a href="#">[APP-034]</a></p> <p><b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement</b> (Doc Ref. 5.3)</p>	Not Agreed
2.8.1.5	Baseline Environment	<p>Ancient and veteran trees were surveyed using recognised guidance with none being identified; however, the methodology for determining such status has not been made clear, nor has the survey data been evidenced by the Applicant in support of this finding.</p> <p><b>Updated position (Deadline 1):</b> Unable to find section A2.1.159 of Appendix 9.6.2. Methodology within sections A1.1.161-182 has been reviewed to support stakeholder position, the documents referred provide guidance only, no methodology is provided.</p>	<p>The methodology used to assess the presence of Veteran Trees is set out in Section A2.1.159 of Appendix 9.6.2 Ecology Survey Report of the ES.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p><b>ES Appendix 9.6.2 Ecology Survey Report Part 2</b> <a href="#">[APP-124]</a></p> <p><b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement</b> (Doc Ref. 5.3)</p>	Not Agreed
2.8.1.6	Baseline Environment	<p>The surveyance for 'important hedgerows' followed recognised methodology and though none were identified, no survey data has been evidenced in support of this finding. WSCC wishes to see that evidence.</p> <p><b>Updated position (Deadline 1):</b> Submission of findings welcomed.</p>	<p>GAL will provide this survey data to WSCC as requested.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p><b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> (Doc Ref. 5.3)</p>	Under discussion



				<b>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement</b> (Doc Ref. 5.3)	
<b>2.8.1.7</b>	Baseline Environment	<p>Detailed tree survey data has only been provided for the surface access (highway) sections only. An arboricultural assessment in accordance with BS5837:2012 providing a baseline for arboricultural features, including all trees that could be impacted by the Project (including those adjacent to the DCO limits) should be provided.</p> <p><b>Updated position (Deadline 1):</b> Submission of full detailed arboricultural surveys and assessment welcomed.</p>	<p>Further arboricultural surveys are on-going and will be presented when complete.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p><b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement</b> (Doc Ref. 5.3)</p>	Under discussion
<b>Assessment Methodology</b>					
<b>2.8.2.1</b>	Lack of approaching, assessing and addressing ecological impacts at a landscape scale	<p>Ecological impacts will extend beyond the DCO limits with potential impacts on bat populations, riparian habitats downstream of the Airport and the spread of non-native aquatic species. Disturbance and habitat severance within the Airport will impact the functioning of wildlife corridors, notably bat commuting routes, both within the Site and the wider landscape. Maintenance of habitat connectivity across the airport and wider landscape remains a concern.</p>	<p>As set out in paragraph 9.4.9 <i>et seq.</i> of Chapter 9 Ecology and Nature Conservation of the ES, the potential for ecological impacts beyond the DCO limits was recognised through the extension of the survey work beyond the limits, where necessary (bats, GCN, riparian mammals etc.).</p> <p>As such, the impact assessment has considered impacts outwith the DCO limits, where there is the potential for such impacts to occur.</p> <p>The impacts of the Project on habitat connectivity have been considered within Section 9 of Chapter 9 Ecology and Nature Conservation of the ES. This concluded that, although there would be nowhere that connectivity would be completely removed, there were areas where it would be reduced due to the loss of woodland. This was assessed as being of moderate adverse significance until the replacement planting matured sufficiently when this was reduced below the threshold of significance.</p> <p>The long-term maintenance of habitat connectivity both across the airport and between the airport and the wider landscape as a</p>	<p>Section 9 of <b>ES Chapter 9 Ecology and Nature Conservation</b> [<a href="#">APP-034</a>]</p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 1</b> [<a href="#">APP-113</a>]</p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2</b> [<a href="#">APP-114</a>]</p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology</b></p>	Not Agreed

			<p>result of the Project has been a key driver of the overall Ecology Strategy, as set out in the oLEMP.</p> <p>Opportunities to create enhanced corridors beyond the confines of the existing airport boundary have included those at Brook Farm and Longbridge Roundabout, as set out in the oLEMP (Appendix 8.8.1 of the ES).</p>	<p><b>Management Plan Part 3</b> <a href="#">[APP-115]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4</b> <a href="#">[APP-116]</a></p>	
<b>Assessment</b>					
<b>2.8.3.1</b>	The extent of loss of mature broadleaved woodland (net loss over 5 ha).	<p>Although some woodland will be replanted along the new highway alignment it will be years before bat foraging and roosting habitat, and habitat connectivity are fully reinstated. The assessment concludes there is a significant effect on bat behaviour until new woodland planting had established. Current mitigation and compensation measures are insufficient to maintain bat foraging habitat and commuting routes over the short and medium term.</p> <p><b>Updated position (Deadline 1):</b> Greater clarity is required on habitat loss, compensatory habitat and habitat gain, including the precise locations and extent of habitat involved. The information in Appendix 9.9.2 (BNG Statement), including the figures for woodland, is unclear &amp; difficult to match with the Sketch Landscape Concept Plans within the OLEMP.</p> <p>Further discussion would be welcome.</p>	<p>The planting proposed, once mature, will ensure that there are no residual significant effects on either woodland nor bat foraging/commuting habitat.</p> <p>The maintenance of foraging and commuting routes for bats was a key element in the design principals for the Project, in particular along the River Mole and Gatwick Stream.</p> <p>For example, as set out in Table 9.8.1 of Chapter 9 Ecology and Nature Conservation, this has included limiting vegetation loss along the A23 to ensure sufficient vegetation is retained to maintain a dark corridor along the bat foraging and commuting route present along the Gatwick Stream. Therefore, although the loss of woodland along the A23 in particular will result in a reduction in the area of bat foraging/commuting habitat (as set out in the ES), there will be no complete severance of commuting routes.</p> <p>A lighting strategy would be Included in the CoCP to ensure that construction lighting was directed to where it was needed and did not significantly increase levels of artificial lighting on sensitive habitats, such as retained woodland and river corridors. Lighting will be designed in accordance with Institute of Lighting Professionals /Bat Conservation Trust guidelines. Construction task lighting will be directed to where it is needed only, to avoid light spillage. Accessories such as hoods, cowls and shields will be used to direct light to the intended area only. Light levels will be as low as the guidelines permit. If construction lighting is not needed, it will be avoided.</p>	<p>Table 9.8.1 of <b>ES Chapter 9 Ecology and Nature Conservation</b> <a href="#">[APP-034]</a></p> <p><b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)</p>	Under discussion.
<b>2.8.3.2</b>	Inadequate consideration and demonstration for the protection of ancient woodland. Conflicting with the finding of 'no impact' occurring to these receptors.	Potential impact to ancient woodlands receptors where barriers are specified to form buffer zone protection. This is of principle concern for Horleyland Wood due to the adjacent proposed works area for the new foul water pipeline.	<p>An Arboriculture Impact Assessment and Tree Protection Plan are being produced and will be shared with the local authorities once available.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> (Doc Ref. 5.3)	Under discussion

		<p><b>Updated position (Deadline 1):</b> Submission of full detailed arboricultural surveys and assessments are welcomed, this must include a supporting Arboricultural Method Statement.</p>		<p><b>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement (Doc Ref. 5.3)</b></p>	
2.8.3.3	Extent of vegetation loss	<p>Concern is raised over the extent of vegetation that would be lost (primarily along the road corridor), which is significant and its effects on ecosystem service benefits and the loss of connectivity at a landscape scale.</p> <p><b>Updated position (Deadline 1):</b> Impacts to trees adjacent surface access improvements have not been adequately demonstrated and could therefore require the loss of mature large trees unless mitigation measures are in place. This is not accounted for within the response.</p> <p>Tree loss along the surface access works are temporary but of long-term significant effect. Whilst reinstatement measures are proposed, enhancement opportunities within the vicinity are not.</p>	<p>The extent of vegetation loss along the A23 is fully considered within Section 9 of Chapter 9 Ecology and Nature Conservation of the ES.</p> <p>The majority of the vegetation that would be removed as part of the surface access improvements of the A23 would be scrub and small to medium sized trees. Reinstatement of scrub and tree planting (see illustrative designs for landscape mitigation in Appendix 8.8.1 Outline LEMP), would occur where possible and in accordance with guidelines in Highways England, DMRB LD117 Landscape Design, the Manual of Contract Documents for Highways Works, Major Projects and Highways England, DMRB Asset Data Management Manual Volume 13, and will mitigate visual and townscape impacts and reduce levels of effect to a level that is no longer significant.</p> <p>The details of landscape planting proposals will be agreed in consultation with the relevant authorities should the DCO be granted and will be secured as Requirement 8 of the draft DCO in Schedule 2. Publicly accessible replacement green space would be created in locations at car park B and Longbridge roundabout, connecting to existing green infrastructure, to compensate for any loss of vegetation and open space, representing a benefit to the local community, Gatwick staff and visitors and biodiversity.</p>	<p>Section 9 of <b>ES Chapter 9 Ecology and Nature Conservation</b> [<a href="#">APP-034</a>]</p>	Under discussion
2.8.3.4	Impact on ecology	<p>The River Mole crossings, road widening, new pedestrian and cycle links, temporary works compounds, temporary access and other works could all impact on ecology.</p> <p><b>Updated position (Deadline 1):</b> It is now accepted that the additional river and riverbank habitat delivered with the River Mole diversion will offset losses elsewhere. Detailed design must still seek to minimise impacts.</p>	<p>The impact of the A23 Brighton Road and London Road crossings on the River Mole is considered at section 9.9.72 <i>et seq.</i> in Chapter 9 Ecology and Nature Conservation of the ES.</p>	<p>Section 9 of <b>ES Chapter 9 Ecology and Nature Conservation</b> [<a href="#">APP-034</a>]</p>	Agreed
2.8.3.5	Ecology and Nature Conservation	<p>Ecological impacts will extend beyond the DCO limits with potential impacts on bat populations, downstream riparian habitats, and the</p>	<p>As set out in paragraph 9.4.9 <i>et seq.</i> of Chapter 9 Ecology and Nature Conservation of the ES, the potential for ecological</p>		Not agreed

		spread of non-native aquatic species. Disturbance and habitat severance will impact the functioning of wildlife corridors. It is considered that the Applicant should have adopted a landscape-scale approach to assess and address ecological impacts. Enhancements to green corridors and improved habitat connectivity should extend beyond the confines of the Airport boundary, along key corridors.	<p>impacts beyond the DCO limits was recognised through the extension of the survey work beyond the limits, where necessary (bats, GCN, riparian mammals etc.).</p> <p>As such, the impact assessment has considered impacts outwith the DCO limits, where there is the potential for such impacts to occur.</p> <p>The impacts of the Project on habitat connectivity have been considered within Section 9 of Chapter 9 Ecology and Nature Conservation of the ES. This concluded that, although there would be nowhere that connectivity would be completely removed, there were areas where it would be reduced due to the loss of woodland. This was assessed as being of moderate adverse significance until the replacement planting matured sufficiently when this was reduced below the threshold of significance.</p> <p>The long-term maintenance of habitat connectivity both across the airport and between the airport and the wider landscape as a result of the Project has been a key driver of the overall Ecology Strategy, as set out in the oLEMP.</p> <p>Opportunities to create enhanced corridors beyond the confines of the existing airport boundary have included those at Brook Farm and Longbridge Roundabout, as set out in the oLEMP (Appendix 8.8.1 of the ES).</p>	<p>Section 9 of <b>ES Chapter 9 Ecology and Nature Conservation</b> <a href="#">[APP-034]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 1</b> <a href="#">[APP-113]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2</b> <a href="#">[APP-114]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 3</b> <a href="#">[APP-115]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4</b> <a href="#">[APP-116]</a></p>	
<b>2.8.3.6</b>	Assessment of Significant Effects	<p>Clarity is required to further understand the impacts of the drainage design and engineering solutions on the ecology of the River Mole, including flow rates, deposition of sediment, and flood overspill.</p> <p><b>Updated position (Deadline 1):</b> Details in the ES now accepted.</p>	The impact of the construction and operation of the various drainage interventions is considered within paragraphs 9.9.72 <i>et seq.</i> , 9.9.266 <i>et seq.</i> and 9.9.339 <i>et seq.</i> of Section 9 Chapter 9 Ecology and Nature Conservation of the ES.	Section 9 of <b>ES Chapter 9 Ecology and Nature Conservation</b> <a href="#">[APP-034]</a>	Agreed
<b>2.8.3.7</b>	Assessment of Significant Effects	Ecological impacts will extend beyond the site boundary with potential impacts on bat populations, downstream riparian habitats, and the spread of non-native aquatic species.	<p>As set out in paragraph 9.4.9 <i>et seq.</i> of Chapter 9 Ecology and Nature Conservation of the ES, the potential for ecological impacts beyond the DCO limits was recognised through the extension of the survey work beyond the limits, where necessary (bats, GCN, riparian mammals etc.).</p> <p>As such, the impact assessment has considered impacts outwith the DCO limits, where there is the potential for such impacts to occur.</p>	<p>Section 9 of <b>ES Chapter 9 Ecology and Nature Conservation</b> <a href="#">[APP-034]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology</b></p>	Not agreed



			<p>The impacts of the Project on habitat connectivity have been considered within Section 9 of Chapter 9 Ecology and Nature Conservation of the ES. This concluded that, although there would be nowhere that connectivity would be completely removed, there were areas where it would be reduced due to the loss of woodland. This was assessed as being of moderate adverse significance until the replacement planting matured sufficiently when this was reduced below the threshold of significance.</p> <p>The long-term maintenance of habitat connectivity both across the airport and between the airport and the wider landscape as a result of the Project has been a key driver of the overall Ecology Strategy, as set out in the oLEMP.</p> <p>Opportunities to create enhanced corridors beyond the confines of the existing airport boundary have included those at Brook Farm and Longbridge Roundabout, as set out in the oLEMP (Appendix 8.8.1 of the ES).</p>	<p><b>Management Plan Part 1</b> <a href="#">[APP-113]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2</b> <a href="#">[APP-114]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 3</b> <a href="#">[APP-115]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4</b> <a href="#">[APP-116]</a></p>	
<b>2.8.3.8</b>	Assessment of Significant Effects	<p>The ES has only assessed the effects on trees at a broader vegetation, habitat or visual landscape context, rather than considering them at a more individual value context. It is unclear how arboricultural features have informed the design of the Project.</p> <p><b>Updated position (Deadline 1):</b> Whilst arboricultural surveys have been presented within the oLEMP, this is not an assessment and does not demonstrate how arboricultural features have been considered throughout design. Submission of further arboricultural documents may address this.</p>	<p>Detailed arboricultural surveys have been undertaken with respect to the highways works along the A23 with the results presented within the oLEMP. These data have been used to inform the design of the highway to protect areas of high arboricultural value, where possible (near to South Terminal roundabout, for example).</p> <p>Tree loss elsewhere within the Project is largely limited to planting between carpark areas. These locations are currently being surveyed with further arboricultural impact assessments to be provided.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 1</b> <a href="#">[APP-113]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2</b> <a href="#">[APP-114]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 3</b> <a href="#">[APP-115]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4</b> <a href="#">[APP-116]</a></p>	Not agreed



				<p><b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement</b> (Doc Ref. 5.3)</p>	
<b>2.8.3.9</b>	Assessment of Significant Effects	WSCC disagrees that no impact will occur to ancient woodland due to the reasoning provided below.	<p>Noted.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p><b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement</b> (Doc Ref. 5.3)</p>	Under discussion
<b>Mitigation and Compensation</b>					
<b>2.8.4.1</b>	Lack of opportunities for biodiversity enhancement.	<p>Many potential opportunities for biodiversity enhancement, both within and outside the DCO limits, were never explored.</p> <p><b>Updated position (Deadline 1):</b> Further discussion would be welcome, including the landscape design for the internal road network.</p>	<p>Opportunities for biodiversity enhancement as part of the Project have been explored for the road network being modified along the A23, where practicable. The landscape design for the internal road network has not yet been completed. The option for the inclusion of reduced mowing management methods will be considered as part of that process.</p> <p>Opportunities to create enhanced corridors beyond the confines of the existing airport boundary have included those at Brook Farm and Longbridge Roundabout, as set out in the oLEMP (Appendix 8.8.1 of the ES).</p>	<p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 1</b> [<a href="#">APP-113</a>]</p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2</b> [<a href="#">APP-114</a>]</p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology</b></p>	Under discussion

				<p>Management Plan Part 3 <a href="#">[APP-115]</a></p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4 <a href="#">[APP-116]</a></p>	
2.8.4.2	Need for security of long-term positive management of the two biodiversity areas – the North West Zone and Land East of the Railway Line.	<p>These areas are of considerable biodiversity value and key components of the ecological network. Any loss or degradation could have significant impacts on the effectiveness and viability of the proposed mitigation areas.</p> <p><b>Updated position (Deadline 1):</b> It is noted that the NWZ is included in Zone 3 (oLEMP Section 3.4.1) but details for LERL appear to be lacking. Is it within Zone 8? Further discussion would be welcome.</p>	<p>The NWZ will be included within the LEMP for the River Mole works and the LERL within the LEMP for the works in that area.</p> <p>Requirement 8 of the dDCO sets out that appropriate LEMPs for these areas are to be produced, based on the oLEMP. This places a legal obligation on GAL to undertake the management proposed which will, in turn, protect these areas.</p>	Requirement 8 of the Draft DCO (Doc Ref. 2.1)	Under discussion
2.8.4.3	The OLEMP and CoCP do not demonstrate appropriate outline methodology for tree protection and ancient woodland buffer zones.	<p>Potential impacts multiple to arboricultural features due to a lack of tree protection.</p> <p><b>Updated position (Deadline 1):</b> It is not clear how tree protection measures stated within Table 9.8.1 of Chapter 9 Ecology and Nature Conservation of the ES are appropriate nor adequate. This must be informed from an Arboricultural Impact Assessment (in accordance with BS5837:2012).</p> <p>The current CoCp does not secure the mitigation measures or plans stated. It is not understood how these measures are secured by the DCO.</p>	<p>As set out in Table 9.8.1 of Chapter 9 Ecology and Nature Conservation of the ES sets out that ‘<i>Protective fencing, in accordance with BS 5837, would be erected around these features to prevent access by people, materials or machinery</i>’.</p> <p>Full details of the location of tree protection and associated buffer zones for ancient woodland will be set out in the CoCP and associated tree protection plans.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p>ES Chapter 9 Ecology and Nature Conservation <a href="#">[APP-034]</a></p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment (Doc Ref. 5.3)</p> <p>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement (Doc Ref. 5.3)</p>	Not Agreed
2.8.4.4	The OLEMP does not provide clarity that detailed arboricultural method statements and planting plans and aftercare management will be provided within proposed LEMPs.	<p>Potential impacts multiple to arboricultural features due to a lack of tree protection, and unclear proposed compensatory soft landscaping.</p> <p><b>Updated position (Deadline 1):</b> Response requires further clarity and has not addressed the issue raised.</p>	<p>An Arboriculture Impact Assessment and Tree Protection Plan are being produced and will be shared with the local authorities once available.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment (Doc Ref. 5.3)</p> <p>ES Appendix 5.3.2: Code of</p>	Not Agreed

				<b>Construction Practice – Annex 6: Arboricultural Method Statement</b> (Doc Ref. 5.3)	
<b>2.8.4.5</b>	Compensation strategies for tree, woodland and hedgerow loss not demonstrating adequate compensation, and that proposed compensation being recognised as a significant long-term impact.	The net loss of woodland, the fragmentation of habitat connectivity, and the long-term effect from the time required to establish new planting.  <b>Updated position (Deadline 1):</b> Most new planting is situated outside of the airport and it is not understood how the ‘safeguarding requirements’ would apply in these areas and shouldn’t be limited to ‘where practicable’ only. Concern is raised over the longevity of time required to allow planting to mature, and the significant but temporary effect between which has not been compensated for.	The loss of woodland is compensated for, as far as is practicable, within the confines of the safeguarding requirements of an operational airport, to ensure that the overall loss is considered to be of minor adverse significance, once planting has matured.  <b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.	<b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> (Doc Ref. 5.3)  <b>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement</b> (Doc Ref. 5.3)	Not Agreed
<b>2.8.4.6</b>	Construction programme and habitat loss	A 14-year construction programme will prolong the impacts of habitat loss and, in some locations, mitigation will not be in place until the end of the construction period. It is not clear if the limited areas identified for environmental mitigation and enhancement will adequately compensate for the significant loss of habitat	The effect of vegetation loss and the time required to establish mitigation planting has been accounted for within the impact assessment set out in Section 9 of Chapter 9 Ecology and Nature Conservation of the ES via the use of a number of interim assessment years. This provides the framework to ensure that significant effects during that period that are not significant in the long term are identified.	Section 9 of <b>ES Chapter 9 Ecology and Nature Conservation</b> <a href="#">[APP-034]</a>	Under discussion
<b>2.8.4.7</b>	Mitigation, Compensation and Enhancement	A landscape-scale approach should have been taken to addressing ecological impacts, including the need for providing off-site compensatory habitat and Biodiversity Net Gain.	The Project includes landscape-scale studies, where appropriate, including with respect to bats (Appendix 9.6.3 Bat Trapping and Radio Tracking).	<b>ES Appendix 9.6.3 Bat Trapping and Radio Tracking Surveys Part 1</b> <a href="#">[APP-131]</a>  <b>ES Appendix 9.6.3 Bat Trapping and Radio Tracking Surveys Part 2</b> <a href="#">[APP-132]</a>	Not Agreed
<b>2.8.4.8</b>	Mitigation, Compensation and Enhancement	Enhancements to green corridors and improved habitat connectivity should extend beyond the confines of the airport, along key corridors such as the River Mole and Gatwick Stream, to mitigate impacts on bats and other wildlife.	Opportunities to create enhanced corridors beyond the confines of the existing airport boundary have included those at Brook Farm and Longbridge Roundabout, as set out in the oLEMP (Appendix 8.8.1 of the ES).	<b>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan</b> <a href="#">[APP-113 to APP-116]</a>	Not Agreed

2.8.4.9	Mitigation, Compensation and Enhancement	<p>The extent of loss of mature broadleaved woodland is of concern and additional compensation measures will be required to ensure no adverse impacts on broadleaved woodland habitat and bats. If, due to airport safeguarding, it is not possible to provide sufficient compensatory planting within the DCO limits, off site woodland creation is required.</p> <p><b>Updated position (Deadline 1):</b> Greater clarity is required on woodland loss, compensatory habitat and habitat gain, including the precise locations and extent of habitat involved. The information presented in Appendix 9.9.2 (BNG Statement), including the figures for woodland, is unclear &amp; difficult to match with the Sketch Landscape Concept Plans within the OLEMP.</p> <p>Further discussion would be welcome.</p>	<p>The extent of woodland planting within the Project has been maximised while accounting for airport safeguarding.</p> <p>Opportunities for off-site woodland creation were explored during pre-submission consultation. To date, no options have been identified.</p>	n/a	Under discussion
2.8.4.10	Mitigation, Compensation and Enhancement	<p>Further opportunities for biodiversity enhancement within the DCO limits should have been explored. For example, conversion of 'amenity grassland' on road verges and roundabouts to wildflower grassland, and the improved management of Gatwick Stream and Crawter's Brook.</p> <p><b>Updated position (Deadline 1):</b> Further discussion would be welcome, including the landscape design for the internal road network.</p>	<p>Opportunities for biodiversity enhancement as part of the Project have been explored for the road network being modified along the A23, where practicable. The landscape design for the internal road network has not yet been completed. The option for the inclusion of reduced mowing management methods will be considered as part of that process. Likewise, other enhancements elsewhere within the Project site will be captured within the relevant LEMPs at the detailed design stage.</p> <p>Opportunities to create enhanced corridors beyond the confines of the existing airport boundary have included those at Brook Farm and Longbridge Roundabout, as set out in the oLEMP (ES Appendix 8.8.1).</p>	<p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 1</b> <a href="#">[APP-113]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2</b> <a href="#">[APP-114]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 3</b> <a href="#">[APP-115]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4</b> <a href="#">[APP-116]</a></p>	Under discussion
2.8.4.11	Mitigation, Compensation and Enhancement	<p>Certainty is required that the two biodiversity areas, the North West Zone and Land East of the Railway Line, will continue to be managed for wildlife. As important components of the ecological network, they are key to the viability of the proposed mitigation areas.</p>	<p>The NWZ will be included within the LEMP for the River Mole works and the LERL within the LEMP for the works in that area.</p> <p>Requirement 8 of the dDCO sets out that appropriate LEMPs for these areas are to be produced, based on the oLEMP. This</p>	Draft DCO (Doc Ref. 2.1)	Under discussion



		<p><b>Updated position (Deadline 1):</b> It is noted that the NWZ is included in Zone 3 (oLEMP Section 3.4.1) but details for LERL appear to be lacking. Is it within Zone 8? Further discussion would be welcome.</p>	<p>places a legal obligation on GAL to undertake the management proposed which will, in turn, protect these areas.</p>		
2.8.4.12	Mitigation, Compensation and Enhancement	<p>There is a lack of clarity on the roles and responsibilities of the Ecological Clerk of Works (eCoW). These need to be clearly specified within the relevant documents and agreed with WSCC.</p> <p><b>Updated position (Deadline 1):</b> An updated CoCP clearly defining the roles and responsibilities of the ECoW would be most welcome.</p>	<p>The role of the Ecology Clerk of Works will be to provide on-site ecological expertise during construction, including overseeing habitat clearance to ensure compliance with wildlife legislation. GAL will update the CoCP to include additional detail on the responsibilities.</p>	<p><b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)</p>	Under discussion
2.8.4.13	Mitigation, Compensation and Enhancement	<p>Although a worst-case approach has been taken to assessing the impacts upon habitats, WSCC would expect to see a reduction of this worst-case impact to these sensitive habitats applied as a key design principle during the detailed design stage. WSCC would have expected the design principles presented as part of the DAS to be clearer, more joined up, and a greater amount of detail included. Further consultation on these design principles should be undertaken.</p> <p><b>Updated position (Deadline 1):</b> WSCC would welcome revised Design Principles in the DAS. Further discussion would be welcome.</p>	<p>A worst-case approach has been adopted to ensure that all potential impacts are identified and mitigation is applied appropriately.</p> <p>Seeking to reduce to further reduce impacts to sensitive habitats, where practicable, will be included in the next iteration of the Design Principles for consideration at detailed design stage.</p>	<p><b>ES Chapter 9 Ecology and Nature Conservation</b> <a href="#">[APP-034]</a></p>	Under discussion
2.8.4.14	Mitigation, Compensation and Enhancement	<p>The Outline Landscape and Ecology Management Plan (OLEMP) (App-113 – 116) and CoCP (APP-082) lack critical detail on outline methodology for tree protection and ancient woodland buffer zones, along with tree protection plans.</p> <p><b>Updated position (Deadline 1):</b> It is not clear how tree protection measures stated within Table 9.8.1 of Chapter 9 Ecology and Nature Conservation of the ES are appropriate nor adequate. This must be informed from an Arboricultural Impact Assessment (in accordance with BS5837:2012).</p> <p>The current CoCP does not secure the mitigation measures or plans stated. It is not understood how these measures are secured by the DCO.</p>	<p>As set out in Table 9.8.1 of Chapter 9 Ecology and Nature Conservation of the ES '<i>Protective fencing, in accordance with BS 5837, would be erected around these features to prevent access by people, materials or machinery</i>'. Full details of the location of tree protection and associated buffer zones for ancient woodland will be set out in the CoCP and associated tree protection plans.</p> <p><b>Updated position (Deadline 1):</b> A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p><b>ES Chapter 9 Ecology and Nature Conservation</b> <a href="#">[APP-034]</a></p> <p><b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement</b> (Doc Ref. 5.3)</p>	Under discussion
2.8.4.15	Mitigation, Compensation and Enhancement	<p>The dDCO contains a requirement for the creation and approval of LEMPs in accordance with the OLEMP. However, a description of the content expected is not provided within the OLEMP. Further details on</p>	<p>Each LEMP will provide details of the establishment and management of habitats to be created within each works area, including the necessary landscape design. These details will be based on the principals set out within the oLEMP and, as such,</p>	<p><b>ES Appendix 8.8.1 Outline Landscape and Ecology</b></p>	Under discussion



		<p>the usual documents required to deliver essential mitigation, compensation and enhancement should be provided.</p> <p><b>Updated position (Deadline 1):</b> Whilst response is understood, the applicant needs to clarify within the oLEMP as to what plans/documents will be delivered within the each LEMP to ensure those principles provided. Further discussion would be welcomed.</p>	<p>each LEMP will broadly follow the structure set out in the oLEMP, providing details of the area, the objectives for habitat creation and management within that area (from both an ecological and landscape perspective), how the habitats will be created and management prescriptions to ensure that the objectives set out can be delivered.</p>	<p><b>Management Plan Part 1</b> <a href="#">[APP-113]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2</b> <a href="#">[APP-114]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 3</b> <a href="#">[APP-115]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4</b> <a href="#">[APP-116]</a></p>	
<b>2.8.4.16</b>	Mitigation, Compensation and Enhancement	<p>The reported effect on trees and woodland (of varied types) remains a long-term, significant impact. Planting proposals have not utilised enough opportunities for advanced planting to minimise establishment time, notably alongside the highway corridor.</p> <p><b>Updated position (Deadline 1):</b> Advanced planting (or enhancement of existing features) has not been considered adjacent the highway corridor.</p>	<p>All areas within the highway corridor where vegetation removal will take place are required for construction activities. As such, there is no scope for advanced planting in these areas.</p> <p>Options for advance planting of other habitats, within the Environmental Mitigation Area at Brook From, for example, are being explored.</p>	n/a	Not Agreed
<b>2.8.4.17</b>	Mitigation, Compensation and Enhancement	<p>Tree planting maintenance and aftercare within the OLEMP does not adequately ensure their establishment.</p> <p><b>Updated position (Deadline 1):</b> The oLEMP should clarify the plans/documents in which the principal requirements will be provided within each LEMP.</p>	<p>The oLEMP provides an overview of the principles of planting, maintenance and aftercare. Full details will be set out in each LEMP, at the detailed design phase.</p>	<p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 1</b> <a href="#">[APP-113]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2</b> <a href="#">[APP-114]</a></p> <p><b>ES Appendix 8.8.1 Outline Landscape and Ecology</b></p>	Not Agreed

				<b>Management Plan Part 3</b> <a href="#">[APP-115]</a>  <b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4</b> <a href="#">[APP-116]</a>	
<b>Other</b>					
<i>There are no other issues relevant to this topic within this Statement of Common Ground.</i>					

Forecasting and Need

2.9.1 Table 2.9 sets out the position of both parties in relation to forecasting and need matters.

**Table 2.9 Statement of Common Ground – Forecasting and Need Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>Please see the joint Statement of Common Ground prepared in relation to Forecasting and Need (Doc Ref. 10.1.18).</i>					

Geology and Ground Conditions

2.10.1 Table 2.10 sets out the position of both parties in relation to geology and ground conditions matters.

**Table 2.10 Statement of Common Ground – Geology and Ground Conditions Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
2.10.1.1	Mineral Safeguarding	<p>The Applicant's Mineral Resource Assessment (MRA) (APP-139) identifies that safeguarded brick clay will likely be sterilised beneath the proposed development area. The Applicant indicates that that where material will be sterilised, the overriding need for the Project will outweigh the safeguarding of brick clay given the national importance of the development and the size of the resource (clay) within the County.</p> <p><b>Updated position (Deadline 1):</b> The CoCP and CRWMP fail to reference mineral safeguarding or policy related to mineral safeguarding (Airports NPS and JMLP).</p> <p>The CoCP and associated documents are lacking the detail required to demonstrate and ensure needless sterilisation will not occur.</p>	<p>A commitment to ensure that any surplus material (not reused on site during construction) is exported off-site for reuse, recycling or recovery, would constitute a mitigation for sterilisation and this is to be taken forward under the Materials Management Plan as secured within ES Appendix 5.3.2: Construction Resources and Waste Management Plan.</p>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p> <p><b>ES Appendix 5.3.2 Code of Construction Practice – Annex 5 Construction Resources and Waste Management Plan</b> [APP-087]</p>	Not Agreed
2.10.1.2	Mineral Safeguarding	<p>The Secretary of State, as the decision maker for the Project, will be required to consider whether there is an overriding need for the development and whether the Applicant's proposed mechanisms are sufficient to avoid needless sterilisation.</p> <p><b>Updated position (Deadline 1):</b> Mineral safeguarding seeks to ensure that needless sterilisation does not occur. The applicant refers to off-site reuse, recycling or recovery as constituting mitigation for sterilisation.</p> <p>This material would not constitute waste, but instead a safeguarded resource, and therefore, to avoid needless sterilisation, it would require use in line with the purpose for safeguarding – i.e. brick clay should be used to make bricks.</p>	<p>A commitment to ensure that any surplus material (not reused on site during construction) is exported off-site for reuse, recycling or recovery, would constitute a mitigation for sterilisation and this is to be taken forward under the Materials Management Plan as secured within ES Appendix 5.3.2: Construction Resources and Waste Management Plan.</p>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p> <p><b>ES Appendix 5.3.2 Code of Construction Practice – Annex 5 Construction Resources and Waste Management Plan</b> [APP-087]</p>	Not Agreed
2.10.1.3	Code of Construction Practice and securing incidental extraction	<p>The MRA indicates that surplus material that is not used on site during construction would be sent off-site for sale or reuse elsewhere. The mechanism to achieve this is the Materials Management Plan, via the CoCP Annex 5 – Construction Resource and Waste Management Plan (APP-087).</p> <p><b>Updated position (Deadline 1):</b> The CoCP and CRWMP fail to reference mineral safeguarding or policy related to mineral safeguarding (Airports NPS and JMLP).</p>	<p>A commitment to ensure that any surplus material (not reused on site during construction) is exported off-site for reuse, recycling or recovery, would constitute a mitigation for sterilisation and this is to be taken forward under the Materials Management Plan as secured within ES Appendix 5.3.2: Construction Resources and Waste Management Plan.</p>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p> <p>Paragraph 4.5.8 of <b>ES Appendix 5.3.2 Code of Construction Practice – Annex 5 Construction Resources and Waste Management Plan</b> [APP-087]</p>	Not Agreed

		The CoCP and associated documents are lacking the detail required to demonstrate and ensure needless sterilisation will not occur.			
<b>2.10.1.4</b>	Code of Construction Practice and securing incidental extraction	<p>The CoCP (APP-082) is secured by Requirement 7 of the dDCO (AS-004), and therefore it is important to ensure that it will be fit for purpose.</p> <p><b>Updated position (Deadline 1):</b> The CoCP and CRWMP fail to reference mineral safeguarding or policy related to mineral safeguarding (Airports NPS and JMLP).</p> <p>The CoCP and associated documents are lacking the detail required to demonstrate and ensure needless sterilisation will not occur.</p>	A commitment to ensure that any surplus material (not reused on site during construction) is exported off-site for reuse, recycling or recovery, would constitute a mitigation for sterilisation and this is to be taken forward under the Materials Management Plan as secured within ES Appendix 5.3.2: Construction Resources and Waste Management Plan.	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p> <p>Paragraph 4.5.8 of <b>ES Appendix 5.3.2 Code of Construction Practice – Annex 5 Construction Resources and Waste Management Plan</b> <a href="#">[APP-087]</a></p>	Not Agreed
<b>2.10.1.5</b>	Code of Construction Practice and securing incidental extraction	<p>Neither the CoCP nor the Construction Resources and Waste Management Plan refer to the adopted West Sussex Joint Minerals Local Plan (JMLP). Without reference to key policies in the JMLP, it is not clear how the requirement to avoid needless sterilisation of safeguarded minerals will be met.</p> <p><b>Updated position (Deadline 1):</b> The CoCP and CRWMP fail to reference mineral safeguarding or policy related to mineral safeguarding (Airports NPS and JMLP).</p> <p>The CoCP and associated documents are lacking the detail required to demonstrate and ensure needless sterilisation will not occur.</p>	A commitment to ensure that any surplus material (not reused on site during construction) is exported off-site for reuse, recycling or recovery, would constitute a mitigation for sterilisation and this is to be taken forward under the Materials Management Plan as secured within ES Appendix 5.3.2: Construction Resources and Waste Management Plan. The position in terms of key policies is assessed within the Mineral Resource Assessment (see ES Appendix 10.9.2: Mineral Resource Assessment).	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p> <p>Paragraph 4.5.8 of <b>ES Appendix 5.3.2 Code of Construction Practice – Annex 5 Construction Resources and Waste Management Plan</b> <a href="#">[APP-087]</a></p>	Not Agreed



Greenhouse Gases

2.11.1 Table 2.11 sets out the position of both parties in relation to greenhouse gases matters.

**Table 2.11 Statement of Common Ground – Greenhouse Gases Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.11.1.1	Baseline Environment	The Applicant has not considered all the latest up-to-date guidance with PAS2080:2023 and the Sixth Report of the United Nations Intergovernmental Panel on Climate Change(the AR6 report) is not referred to. PAS2080:2023 emphasises decisions and actions that reduce whole-life carbon more than PAS2080:2016 referred to in the GHG Assessment. The AR6 report considers many new updates concerning GHG assessment, which should be reviewed by the Applicant.	The Environmental Statement was submitted in July 2023, with the updated PAS2080 published in March 2023. The modelling and assessment of impact was complete prior to March 2023, and whilst GAL is considering the update, it is not expected that the update will materially affect the assessment or the conclusions drawn from the assessment.	n/a	Agreed
<b>Assessment Methodology</b>					
2.11.2.1	GHG emissions from airport buildings and ground operations in the ES does not appear to include maintenance, repair, replacement or refurbishment emissions.	<p>The scope of the GHG emissions from airport buildings and ground operations does not appear to cover maintenance, repair, replacement or refurbishment emissions. This would under account operational GHG emissions.</p> <p><b>Updated position (Deadline 1):</b> Under the IEMA GHG Assessment methodology used in the ES, the Applicant must update the assessment to evidence that exclusions are &lt;1% of total emissions and where all such exclusions total a maximum of 5%.</p> <p>Additionally, GAL should recognise the potential impact of emissions stemming from airport operations at least qualitatively for the sake of transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p>	<p>The methodology for the assessment was structured to follow the ANPS classification of emissions into four categories, and the assessment of Construction impacts was limited within the ES to those impacts prior to opening. The assessment was not seeking to provide a Whole Life Carbon assessment of the Project - a point explicitly noted within the ES.</p> <p>Maintenance and repair of the newly constructed elements within the Project will be required. A full life cycle carbon assessment would seek to quantify this over a defined study period, which would likely extend beyond the 2050 assessment period (which is used based on assessing risk to UK achieving carbon targets). Within the timescales between opening year (2029) and the end of the assessment year (2050) it is considered unlikely that maintenance, repair, replacement, and refurbishment GHG emissions would be so great as to materially change the assessment of operational emissions. The mitigation set out in the Carbon Action Plan, specifically regarding to employing PAS2080 as a Carbon Management System, would necessitate GAL adopting a whole life carbon approach in the management and mitigation of emissions from Modules B2-B5 as part of their wider carbon management approach.</p>	<b>ES Appendix 5.4.2 Carbon Action Plan [APP-091]</b>	Not Agreed
2.11.2.2	It is not clear if carbon calculations were carried out during the construction lifecycle stage in the ES for well-to-tank (WTT) emissions.	<p>Not accounting for WTT is noncompliant with the GHG Protocol Corporate Accounting standard (referenced in the GHG ES Methodology).</p> <p><b>Updated position (Deadline 1):</b> Additionally, GAL should recognise the potential impact of emissions stemming from airport operations at least</p>	The assessment does not seek either to develop a Corporate Reporting Account (which is informed by the GHG Corporate Protocol Standard) nor a Whole Life Carbon Appraisal for the Project - the methodology has been developed to allow for the assessment of impact, and doing this within the context of the contextualisation exercise that forms part of the assessment. It is	n/a	Not Agreed

		<p>qualitatively for the sake of transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p>	<p>not debated that Well-to-tank emissions arise in the supply chain for fuels and methodologies for estimating these (as an uplift to direct emissions) are well established.</p> <p>However, the approach adopted is based on the assessment process which is contextualising emissions against a) the UK carbon budget and b) the Jet Zero Strategy. The context for Jet Fuel usage is specifically challenging due to the proportion of this fuel that is imported from outside the UK (approximately 70% in recent years<sup>1</sup>) and as a result WTT emissions would predominantly fall outside the scope of the UK carbon budgets and the Net Zero commitment. Additionally the aviation strategy set out in Jet Zero does not include WTT within the main emissions calculation methodology. For these reasons WTT has been excluded from the aviation impact assessment. For consistency across the assessment methodology it has also been removed from other aspects of the GHG assessment.</p> <p>Ref 1: <a href="https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes">https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes</a></p>		
2.11.2.3	Royal Institute of Chartered Surveyors (RICS) transport distances have not been applied comprehensively	Concern with under accounting the construction transport emissions.	<p>RICS Whole Life Carbon Assessment for the Built Environment Vol 1 was used to develop an estimated transport distance for bulk materials and used the parameters for locally manufactured materials (50km by road) and nationally manufactured materials (300km) in an estimated 80:20 ratio - resulting in an average value of 100km for each unit of material transported. At this stage the likely sourcing of materials is not known but the majority of materials (by weight) are likely to be sourced within the UK due to the large costs associated with transporting these large distances - particularly as this part of the assessment process relates to construction of airfield works where the majority of materials are imported fill, asphalt, concrete, and GSB. Assessment of the buildings emissions impact, and the Highways elements, are calculated using an alternative method that does not make use of this average 100km transport distance figure. On this basis the 100km is considered a reasonable assumption within the assessment methodology.</p>	ES Appendix 16.9.1 Assessment of Construction Greenhouse Gas Emissions [APP-191]	Agreed
2.11.3.4	Carbon calculations do not include well-to-tank (WTT) emissions, which is not aligned to the GHG Protocol Standard mentioned in the GHG ES Methodology.	<p>Not accounting for WTT is noncompliant with the GHG Protocol Corporate Accounting standard (referenced in the GHG ES Methodology).</p> <p><b>Updated position (Deadline 1):</b> Additionally, GAL should recognise the potential impact of emissions stemming from airport operations at least</p>	<p>The assessment does not seek either to develop a Corporate Reporting Account (which is informed by the GHG Corporate Protocol Standard) nor a Whole Life Carbon Appraisal for the Project - the methodology has been developed to allow for the assessment of impact, and doing this within the context of the contextualisation exercise that forms part of the assessment. It is</p>	n/a	Not Agreed

		<p>qualitatively for the sake of transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p>	<p>not debated that Well-to-tank emissions arise in the supply chain for fuels and methodologies for estimating these (as an uplift to direct emissions) are well established.</p> <p>However, the approach adopted is based on the assessment process which is contextualising emissions against a) the UK carbon budget and b) the Jet Zero Strategy. The context for Jet Fuel usage is specifically challenging due to the proportion of this fuel that is imported from outside the UK (approximately 70% in recent years<sup>1</sup>) and as a result WTT emissions would predominantly fall outside the scope of the UK carbon budgets and the Net Zero commitment. Additionally the aviation strategy set out in Jet Zero does not include WTT within the main emissions calculation methodology. For these reasons WTT has been excluded from the aviation impact assessment. For consistency across the assessment methodology it has also been removed from other aspects of the GHG assessment.</p> <p>Ref 1: <a href="https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes">https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes</a></p>		
<b>2.11.2.5</b>	<p>It is not clear if carbon calculations are carried out for maintenance, repair, replacement or refurbishment emissions.</p>	<p>These emissions are not indicated to be scoped into the assessment. These emission sources could potentially account for a significant portion of the ABAGO emissions.</p> <p><b>Updated position (Deadline 1):</b> Under the IEMA GHG Assessment methodology used in the ES, the Applicant must update the assessment to evidence that exclusions are &lt;1% of total emissions and where all such exclusions total a maximum of 5%.</p> <p>Additionally, GAL should recognise the potential impact of emissions stemming from airport operations at least qualitatively for the sake of transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p>	<p>The methodology for the assessment was structured to follow the ANPS classification of emissions into four categories, and the assessment of Construction impacts was limited within the ES to those impacts prior to opening. The assessment was not seeking to provide a Whole Life Carbon assessment of the Project - a point explicitly noted within the ES.</p> <p>Maintenance and repair of the newly constructed elements within the Project will be required. A full life cycle carbon assessment would seek to quantify this over a defined study period, which would likely extend beyond the 2050 assessment period (which is used based on assessing risk to UK achieving carbon targets). Within the timescales between opening year (2029) and the end of the assessment year (2050) it is considered unlikely that maintenance, repair, replacement, and refurbishment GHG emissions would be so great as to materially change the assessment of operational emissions. The mitigation set out in the Carbon Action Plan, specifically regarding to employing PAS2080 as a Carbon Management System, would necessitate GAL adopting a whole life carbon approach in the management and mitigation of emissions from Modules B2-B5 as part of their wider carbon management approach.</p>	<p><b>ES Appendix 5.4.2 Carbon Action Plan [APP-091]</b></p>	<p>Not Agreed</p>

2.11.2.6	It is not clear how or if Applicant converted CO2 emissions from aircraft to CO2e.	It is not clear if the Applicant undertook a conversion from CO2 to CO2e as this would impact the aviation emissions by around a 0.91% increase BEIS (2023) <sup>1</sup> . Therefore, if not accounted for, this would increase aviation GHG emissions by approximately 48,441 tCO2e in 2028 in the most carbon-intensive year where 5.327 MtCO2e was estimated to be released (Table 5.2.1).	It is acknowledged that Appendix 16.9.4 Para 1.2.3 (APP-194) may have led to some uncertainty relating to the modelling of aviation emissions. It can be clarified that the modelling process estimated fuel consumption from aviation, and that this was then converted to estimated tCO2e using the appropriate conversion factor. All aviation emissions within the ES are reported to reflect tonnes of carbon dioxide equivalent (tCO2e).	Paragraph 1.2.3 of <b>Appendix 16.9.4</b> <a href="#">[APP-194]</a>	Agreed
2.11.2.7	WTT emission sources are not confirmed to be accounted for which is against the GHG Protocol Standard mentioned in the GHG ES Methodology.	<p>Not accounting for WTT is noncompliant with the GHG Protocol Corporate Accounting standard. Furthermore, this also contradicts the GHG ES Methodology referenced. This would result in an underestimation of the GHG emissions associated with aviation since a 20.77% (BEIS, 20232) uplift would be required on all aviation emissions. Therefore, this would result in 1,106,530tCO2e not being accounted for in 2028 (the most carbon-intensive year), where 5.327 MtCO2e was estimated to be released (Table 5.2.1).</p> <p><b>Updated position (Deadline 1):</b> Under the IEMA GHG Assessment methodology used in the ES, the Applicant must update the assessment to evidence that exclusions are &lt;1% of total emissions and where all such exclusions total a maximum of 5%.</p> <p>Additionally, GAL should recognise the potential impact of emissions stemming from airport operations at least qualitatively for the sake of transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p>	<p>The assessment does not seek either to develop a Corporate Reporting Account (which is informed by the GHG Corporate Protocol Standard) nor a Whole Life Carbon Appraisal for the Project - the methodology has been developed to allow for the assessment of impact, and doing this within the context of the contextualisation exercise that forms part of the assessment. It is not debated that Well-to-tank emissions arise in the supply chain for fuels and methodologies for estimating these (as an uplift to direct emissions) are well established.</p> <p>However, the approach adopted is based on the assessment process which is contextualising emissions against a) the UK carbon budget and b) the Jet Zero Strategy. The context for Jet Fuel usage is specifically challenging due to the proportion of this fuel that is imported from outside the UK (approximately 70% in recent years<sup>1</sup>) and as a result WTT emissions would predominantly fall outside the scope of the UK carbon budgets and the Net Zero commitment. Additionally the aviation strategy set out in Jet Zero does not include WTT within the main emissions calculation methodology. For these reasons WTT has been excluded from the aviation impact assessment. For consistency across the assessment methodology it has also been removed from other aspects of the GHG assessment.</p> <p>Ref 1: <a href="https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes">https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes</a></p>	n/a	Not Agreed
<b>Assessment</b>					
2.11.3.1	Concerns regarding increase in greenhouse gas emissions	<p>Concerns over the significant increase in greenhouse gas emissions and impacts on climate change and understanding how airport expansion can be justified in the light of national and international carbon reduction targets (along with concerns over fundamental flaws in the assessment undertaken).</p> <p><b>Updated position (Deadline 1):</b> WSCC acknowledges the Applicant's assessment has been undertaken with consideration to the Jet Zero high ambition trajectory and that this trajectory is representative of</p>	The assessment sets out (in Paragraphs 16.9.2 to 16.9.4) how the approach follows guidance (from IEMA) on the assessment of impacts, and in line with this how GHG emissions are contextualised against the framework of UK carbon budgets, and sectoral decarbonisation trajectories.	<b>Para 16.9.2 to 16.9.4 of ES Chapter 16 Greenhouse Gases</b> <a href="#">[APP-041]</a>	Agreed



		government's current 'budget' for aviation to contribute to net zero. On this basis it could be considered to align with the approach set out by IEMA.			
2.11.3.2	Assessment of Significant Effects	<p>The GHG Assessment does not assess the cumulative impact of the Project in the context of the eight of the biggest UK airports planning to increase to approximately 150 million more passengers a year by 2050 relative to 2019 levels. Hence, this will greatly increase the UK's cumulative aviation emissions, which may have significant consequences on the UK's net zero trajectory.</p> <p><b>Updated position (Deadline 1):</b> WSCC acknowledge the Applicant's assessment has been undertaken with consideration to the Jet Zero high ambition trajectory and that this trajectory is representative of government's current 'budget' for aviation to contribute to net zero. On this basis it could be considered to align with the approach set out by IEMA.</p>	<p>It is not for the applicant or for the examination to assess risks on the basis that government policy will fail.</p> <p>It is apparent that government is committed to its net zero target and to closely monitoring aviation and other trajectories to ensure compliance.</p>	n/a	Agreed
<b>Mitigation and Compensation</b>					
2.11.4.1	REGO	<p>Purchasing Renewable Energy Guarantee of Origin (REGO) certificates does not mean that GAL will receive 100% renewable electricity. In reality, on low wind and solar energy generation days, much of the electricity supplied on green energy tariffs still comes from fossil fuel production. Consequently, GAL cannot rely upon REGO certificates to justify its zero carbon commitment.</p> <p><b>Updated position (Deadline 1):</b> Aligned with SECR, GAL's reporting should clearly delineate the distinction between market-based emission factor reporting and localised values for REGOs. This clarity is essential to identify the extent of potential residual emissions stemming from electrical energy use.</p>	<p>The Carbon Action Plan commits Gatwick to a transition through carbon neutrality and towards Net Zero, and Absolute Zero, over time. It is entirely appropriate within this framework to consider the use of a range of market mechanisms at such stages as appropriate - and this includes the use of REGOs as part of this. The Carbon Action Plan notes GAL's commitments to use internationally recognised offsetting schemes (CAP Para 1.1.4). Within the CAP GAL also commits to investment in carbon removal mechanisms in preference to commonly used offsetting mechanisms.</p>	<b>ES Appendix 5.4.2 Carbon Action Plan</b> <a href="#">[APP-091]</a>	Under discussion
2.11.4.2	Science Based Targets	<p>The Applicant has not confirmed if it is committed to best practice, e.g. by committing to the Science Based Targets initiative to achieve a net zero trajectory aligned with the 1.5°C Paris Agreement across all emission scopes.</p>	<p>The assessment considers GHG impacts beyond just the corporate reporting scope of Gatwick Airport Ltd. The assessment does not require all parties responsible for the generation of GHG emissions to adopt a specific standard for reducing GHG emissions, instead it uses those commitments by GAL as one element within the broader assessment of GHG emissions. As such the adoption of SBTi is not, in and of itself, a requirement of the assessment process.</p>	n/a	Agreed
<b>Other</b>					
2.11.5.1	UK Climate Change Committee (CCC) Progress in reducing emissions report, published in June 2023.	<p>The latest CCC Progress Report (2023) identified their main concerns and criticisms of the current UK Aviation climate change policy and risks to achieving net zero.</p>	<p>It is for government to respond, annually, to the reports of the CCC. In its most recent report (2023), the Government Response included the following:</p> <p><i>"We will monitor progress against our emissions reduction trajectory on an annual basis from 2025, with a major review of the Strategy and delivery plan every five years. The first major review will be in 2027, five years after publication of the Strategy in 2022."</i></p>	n/a	Agreed



			<p><i>The Jet Zero Strategy sets out details on how the aviation sector can achieve net zero without government intervening directly to limit aviation growth. DfT analysis shows that in all modelled scenarios we can achieve our net zero targets by focusing on new fuels and technology, rather than capping demand, with knock-on economic and social benefits.</i></p> <p><i>If we find that the sector is not meeting the emissions reductions trajectory, we will consider what further measures may be needed to ensure that the sector maximises in-sector reductions to meet the UK's overall 2050 net zero target."</i></p> <p>The NRP application accords with government policy. As set out in the Government's Response, aviation expansion (explicitly including the NRP) will not compromise the Government's commitment to the UK's net zero trajectory.</p>		
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Health and Wellbeing

2.12.1 Table 2.12 sets out the position of both parties in relation to health and wellbeing matters.

**Table 2.12 Statement of Common Ground – Health and Wellbeing Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
<b>Assessment Methodology</b>					
2.12.2.1	Lack of evidence of engagement and results from that engagement with the communities/ receptors.	<p>Results should be presented with a detailed description of the statistical methods used, including all variables accounted for and those not included in the analysis models. This would enable a better interpretation of the results, which seem not to be in line with what should be expected. A detailed definition of the populations in the study area and a clear description of evidence supporting each assumption made have not been demonstrated.</p> <p><b>Updated position (Deadline 1):</b> The Applicant has demonstrated in the documentation that they have reached out to a range of community groups and organisations. Though no mention of vulnerable groups in the context of those with physical or psychological vulnerabilities. Documentation was offered in alternative formats and languages but only if requested no evidence of proactive engagement with non-English speaking audience in their language.</p> <p>Relevant documents searched for words, Vulnerable, Hard to reach, disabilities, disabled, hearing, ethnic, nationalities with no result.</p>	<p>ES Chapter 18: Health and Wellbeing has taken into account the consultation responses of health stakeholders and the public. The health stakeholder engagement is discussed in ES Appendix 18.3.1 and the consultation responses from the public taken into account are provided in the separate Consultation Report.</p> <p>There have been a comprehensive series of consultation events, including with hard-to-reach groups. Consultation through the DCO process is conducted through a series of statutory defined processes. This includes Section 42 consultation with stakeholders and Section 47 consultation with the public. The Consultation Report discusses the Section 47 engagement with the community for the Autumn 2021 consultation in section 5.6 and for the Summer 2022 consultation in section 6.6. Consultation Report Annex A-D set out the issues raised and the response for each consultation. The responses from these consultations were taken into account the by Chapter 18: Health and Wellbeing.</p> <ul style="list-style-type: none"> <li>Autumn 2021 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A, Table A.2 section 'I. Health and well-being'.</li> <li>Summer 2022 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A, Table C.2 section 'I. Health and well-being'.</li> </ul>	<p><b>ES Chapter 18: Health and Wellbeing</b> <a href="#">[APP-043]</a>  <b>Consultation Report</b> <a href="#">[APP-218]</a>  <b>Consultation Report Annex B Autumn 2021 Consultation</b></p> <p><b>Consultation Report Annex A Autumn 2021 Consultation Issues Tables</b> <a href="#">[APP-219]</a></p> <p><b>Consultee Response Summaries</b> <a href="#">[APP-220]</a></p> <p><b>Consultation Report Annex C Summer 2022 Consultation Issues Tables</b> <a href="#">[APP-221]</a></p> <p><b>Consultation Report Annex D Summer 2022 Consultation Consultee Response Summaries</b> <a href="#">[APP-222]</a></p>	Under discussion
2.12.2.2	Assessment of Significant Effects	WSSC expects to see data relating to the study area, specifically the feedback from the individual vulnerable groups. This would ensure that their feedback had been included in the assumptions made in relation to changes in green space locations, active travel and access, to support the wellbeing of the communities affected.	<p>Consultation Report, Table 4.4 explains the steps taken to identify and engage with hard-to-reach-groups.</p> <p>A list of 110 hard to reach groups were identified from across the region and all were contacted to offer briefings. In addition, a consultation pack was sent out to all such groups. Five briefings</p>	<p><b>Consultation Report</b> <a href="#">[APP-218]</a>  <b>Consultation Report Annex B Autumn 2021 Consultation</b></p>	Under discussion

		<p>The DCO application does not evidence engagement with the affected communities and how the outcome of those engagements have influenced the Applicant's assumptions used as a basis for the assessment findings and decisions on mitigation measures to reduce these impacts.</p> <p><b>Updated position (Deadline 1):</b> The Applicant in their documentation demonstrated a wide range of organisations contacted. It was unclear from the Consultation Report Annex D Ref Doc 6.1 if any of the response was from these vulnerable groups.</p> <p>The Applicant has shared in the Consultation Report the in Fig 6.1 the targeted consultation zone where vulnerable receptors likely to be using the Riverside Garden Park currently and the new green space to the East.</p> <p>WSCC would like to know more detail in regard to any plans for the new green spaces to encourage activities such as nature trails, exercise apparatus, child activities train, and the use of sustainable, natural and recycled materials, that will enhance the experience of using the space and encourage wellbeing.</p>	<p>were held with hard-to-reach organisations during the Autumn 2021 Consultation.</p> <p>For the Summer 2022 Consultation, seven hard-to-reach organisations were identified within the targeted consultation zone. Each group was emailed to advise them of the consultation, and subsequently sent a poster providing details of the consultation. No requests for additional information or briefings were received. These groups were: Surrey Gypsy Traveller Communities Forum; Age UK Horley; Horley Youth Club; 1st &amp; 2nd Horley Scout Group; SeeAbility, Horley Support Service; Gatwick Islamic Centre; and Oakwood School. Consultation Report Figure 6.1 provides a map of the targeted consultation zone.</p> <p>Consultation Report Appendix B.23 provides the list of hard-to-reach organisations; Appendix B.24 is the Hard-to-reach consultation pack; and Appendix C.7 sets out the hard-to-reach poster.</p> <p>ES Chapter 18: Health and Wellbeing has taken into account the consultation responses of health stakeholder and the public. The health stakeholder engagement is discussed in ES Appendix 18.3.1 and the consultation responses from the public taken into account are provided in the separate Consultation Report.</p> <p>There have been a comprehensive series of consultation events, including with hard-to-reach groups. Consultation through the DCO process is conducted through a series of statutory defined processes. This includes Section 42 consultation with stakeholders and Section 47 consultation with the public. The Consultation Report discusses the Section 47 engagement with the community for the Autumn 2021 consultation in section 5.6 and for the Summer 2022 consultation in section 6.6.</p> <p>Consultation Report Annex A-D set out the issues raised and the response for each consultation. The responses from these consultations were taken into account the by ES Chapter 18: Health and Wellbeing.</p> <ul style="list-style-type: none"> <li>Autumn 2021 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A, Table A.2 section 'I. Health and well-being'.</li> </ul>	<p><b>Consultation Report Annex A Autumn 2021 Consultation Issues Tables</b> <a href="#">[APP-219]</a></p> <p><b>Consultee Response Summaries</b> <a href="#">[APP-220]</a></p> <p><b>Consultation Report Annex C Summer 2022 Consultation Issues Tables</b> <a href="#">[APP-221]</a></p> <p><b>Consultation Report Annex D Summer 2022 Consultation Consultee Response Summaries</b> <a href="#">[APP-222]</a></p> <p><b>ES Chapter 18: Health and Wellbeing</b> <a href="#">[APP-043]</a></p>	
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			<ul style="list-style-type: none"> <li>Summer 2022 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A, Table C.2 section 'I. Health and well-being'.</li> </ul>		
<b>Assessment</b>					
2.12.3.1	Lack of an Equality Impact Assessment.	<p>Though Equality is stated as a baseline there is no Equality Impact Assessment of the effects of the Project. This would aid in the understanding of how the project may impact on different groups and ensure that certain individuals are not put at a disadvantage or discriminated against as a result of the project activities. This would also ensure that mitigation measures can be tailored to avoid harm to equality.</p> <p><b>Updated position (Deadline 1):</b> Under the Equality Act 2010, public bodies have a statutory duty to ensure race, disability and equality are considered in the exercise of their functions, to ensure that this has been considered by the Applicant in this programme of work. WSCC would request that the Applicant provides a Equality Impact Assessment EqIA for the implications on West Sussex residents to cover the protected characteristics, age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race and ethnicity, religion and belief, sex; and, sexual orientation.</p> <p>Acknowledging there is not a statutory duty on the applicant to undertake a specific HIA, in the case if this project, size, length of construction, proximity to communities and for reaching disruption as well as ongoing operational increase in activity on completion we would recommend a HIA be carried out for each affected LA area.</p>	<p>ES Chapter 18: Health and Wellbeing, Table 18.3.2 notes that “The ES health assessment considers inequalities. An equality impact assessment relates to the public sector equality duty under the Equality Act 2010. This is not a duty of the applicant.”</p> <p>ES Chapter 18: Health and Wellbeing includes specific mitigation targeted to relevant vulnerable population groups to reduce health inequalities and avoid inequitable health outcomes. See Table 18.7.1 and paragraph 18.11.22.</p>	<b>ES Chapter 18: Health and Wellbeing</b> <a href="#">[APP-043]</a>	Under discussion
2.12.3.2	Lack of evidence of how local services will be affected.	<p>WSCC is concerned that the impact of the Project on local health services is currently not considered. This is particularly important, as from practical experience in West Sussex, a higher throughput at Gatwick Airport has often led to an increased demand for health services.</p> <p><b>Updated position (Deadline 1):</b> The Applicant has consulted with the Sussex ICB.</p>	<p>ES Chapter 18: Health and Wellbeing sets out the effects on local healthcare capacity in Section 18.8, paragraphs 18.8.512 to paragraph 18.8.618. The effects relating to construction and operational workers, as well as passengers are covered. For example, see the analysis of 'Medical Calls and Ambulance Attendances at the Airport' from paragraphs 18.8.530 to 18.8.538. This includes predictions of number of ambulance transfers from the Airport to hospitals in each assessment year. The analysis is considered robust and indicates the likely demand levels for A&amp;E and secondary care from increased passenger footfall, see Chapter 18, Table 18.8.40.</p> <p>Chapter 18 Table 18.7.1 sets out mitigation measures to avoid significant adverse effects on local healthcare services, including</p>	<b>ES Chapter 18: Health and Wellbeing</b> <a href="#">[APP-043]</a>	Agreed

			<p>'healthcare for construction workers' and 'healthcare for airport passengers and visitors'.</p> <p>ES Chapter 18 assessment has been informed by a review of medical events and ambulance callout data, as well as discussion with the West Sussex Integrated Care Board on improving access to healthcare for Airport workers.</p>		
2.12.3.3	Lack of evidence of improvements to social mobility.	There is no indication that consideration has been given to the impact on small and medium sized businesses, or where this is cross referenced from other chapters. It is advised that this is included, considering the influence it could have on health and well-being. It is vital to consider the nature and quality of work and how this benefits residents and future generations when discussing the economic benefits of the Project.	<p>ES Chapter 17: Socio-Economic sets out the analysis of effects to local businesses and discusses Enterprises of different sizes (see paragraph 17.6.57). ES Appendix 17.8.1: Employment, Skills and Business Strategy (ESBS) notes that an overarching objective is to drive up growth and productivity across the business base through the expansion of capacity and enterprise acumen of Small to Medium Sized and Micro businesses. There are a range of proposals to support Small and Medium-Sized Enterprises (SMEs).</p> <p>Environmental Statement Chapter 18: Health and Wellbeing (Doc Ref. 5.1) sets out the population health implications of employment and economic impacts in Section 18.8, paragraphs 18.8.361 to paragraph 18.8.411. This assessment is based on the findings of ES Chapter 17: Socio-Economic and takes into account measures set out in the ESBS.</p>	<p><b>ES Chapter 17: Socio-Economic</b> [APP-042]</p> <p><b>ES Chapter 18: Health and Wellbeing</b> [APP-043]</p> <p><b>ES Appendix 17.8.1: Employment, Skills and Business Strategy</b> [APP-198]</p>	Agreed
2.12.3.4	Lack of evidence to support professional views and assumptions made in the documentation.	<p>Evidence used to substantiate assumptions should incorporate feedback from communities likely to be impacted by the Project. For example, it is claimed that expected increases in walking journey times are not considered to be 'onerous' and would contribute to physical activity levels, it is also possible for longer journey times to discourage people from active travel - having a negative and perhaps rebound impact on active travel. There is insufficient information to allow an understanding of the conclusions made around this or if the diversions have disproportionate impacts on certain groups.</p> <p><b>Updated position (Deadline 1):</b> Noted wrong page numbers, 18.8, paragraphs 18.8.310 (pdf page 1083/214)</p>	<p>ES Chapter 18: Health and Wellbeing sets out the effects of changes in active travel walking and cycling routes in Section 18.8, paragraphs 18.8.310 to paragraph 18.8.360. The issues of potential for disproportioned effects to vulnerable groups and of the potential to discourage people from active travel are specifically considered. For example, see Chapter 18 paragraphs 18.8.337-338 which explains the context of the assessment is of additional journey times of around 10-20 minutes on long-distance routes with constrained alternatives. That these are long-distance routes is important to the population health effect. These are not short-distance routes connecting say residential areas to a school or shops, where lengthy diversions would have the potential for adverse behavioural change in active travel. The acceptability of the routes was reviewed with a site visit and consideration has been given to community engagement responses on this issue and the mitigations proposed through the Outline Public Rights of Way Management Strategy at ES Appendix 19.8.1.</p> <p>There have been a comprehensive series of consultation events, including with hard-to-reach groups. Consultation through the</p>	<p><b>ES Chapter 18: Health and Wellbeing</b> [APP-043]</p> <p><b>ES Chapter 19: Agricultural Land Use and Recreation</b> [APP-044]</p> <p><b>Consultation Report</b> [APP-218]</p> <p><b>Consultation Report Annex B Autumn 2021 Consultation</b></p> <p><b>Consultation Report Annex A Autumn 2021 Consultation Issues Tables</b> [APP-219]</p>	Agreed



			<p>DCO process is conducted through a series of statutory defined processes. This includes Section 42 consultation with stakeholders and Section 47 consultation with the public. The Consultation Report discusses the Section 47 engagement with the community for the Autumn 2021 consultation in section 5.6 and for the Summer 2022 consultation in section 6.6. Consultation Report Annex A-D set out the issues raised and the response for each consultation. The responses from these consultations were taken into account the by Chapter 18: Health and Wellbeing.</p> <p>The themes of the community response (Section 47) for the Autumn 2021 consultation included interest in improving the operational active travel opportunities of the project. These are discussed in Chapter 12. The construction did not raise construction stage footpath and cycleway diversions as a theme of concern.</p> <p>The themes of the community response (Section 47) for the Summer 2022 consultation did raise concern about diversions of footpaths and cycleways, albeit not specifically in relation to health effects. These concerns informed the Chapter 19: Agriculture, Land Use and Recreation assessment, which in turn informed the Chapter 12 health assessment. The issues raised are responded to by the Outline Public Rights of Way Management Strategy at ES Appendix 19.8.1. The Chapter 12 health assessment confirms that diversions would be advertised in advance, clearly signposted and comparable in access related considerations.</p> <ul style="list-style-type: none"> <li>• Autumn 2021 consultation Section 42 themes and responses from statutory stakeholders are set out in Consultation Report - Annex A, Table A.1 section 'I. Health and well-being'.</li> <li>• Autumn 2021 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A, Table A.2 section 'I. Health and well-being'.</li> <li>• Summer 2022 consultation Section 42 themes and responses from statutory stakeholders are set out in Consultation Report - Annex A, Table C.1 section 'I. Health and well-being'.</li> <li>• Summer 2022 consultation Section 47 themes and responses from the public are set out in Consultation</li> </ul>	<p><b>Consultee Response Summaries</b> <a href="#">[APP-220]</a></p> <p><b>Consultation Report Annex C Summer 2022 Consultation Issues Tables</b> <a href="#">[APP-221]</a></p> <p><b>Consultation Report Annex D Summer 2022 Consultation Consultee Response Summaries</b> <a href="#">[APP-222]</a></p> <p><b>ES Appendix 19.8.1 Outline Public Rights of Way Management Strategy</b> <a href="#">[APP-215]</a></p>	
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			<p>Report - Annex A, Table C.2 section 'I. Health and well-being'.</p> <ul style="list-style-type: none"> <li>The Outline Public Rights of Way Management Strategy at ES Appendix 19.8.1 responds to the concerns raised in relation to diversions of footpaths and cycleways.</li> </ul>		
2.12.3.5	Assessment of Significant Effects	<p>Though the impact from construction staff on primary care and secondary care services is set out, the increased footfall of passengers when increased flights are operational, and the impact on emergency attendances for this group within secondary care A&amp;E services, is not clear or evidenced satisfactorily.</p> <p><b>Updated position (Deadline 1):</b> ICB Engaged.</p>	<p>ES Chapter 18: Health and Wellbeing sets out the effects on local healthcare capacity in Section 18.8, paragraphs 18.8.512 to paragraph 18.8.618. The effects relating to passengers requiring emergency healthcare are covered. For example, see the analysis of 'Medical Calls and Ambulance Attendances at the Airport' from paragraphs 18.8.530 to 18.8.538. This includes predictions of number of ambulance transfers from the Airport to hospitals in each assessment year. The analysis relates to passengers and is based on data held by the Airport, which is the only data source available. Patients are taken to the most appropriate location for their condition. Due to patient confidentiality the NHS does not publish data that would extend this analysis. The analysis is considered robust and indicates the likely demand levels for A&amp;E and secondary care from increased passenger footfall, see Chapter 18, Table 18.8.40.</p>	<p><b>ES Chapter 18: Health and Wellbeing</b> [APP-043]</p>	Agreed
<b>Mitigation and Compensation</b>					
2.12.4.1	Loss of public open space.	<p>It is stated that as a mitigation measure, new areas will be created to serve all users but will not be immediately contiguous with area lost. This does not provide enough reassurance that mitigation measures will be targeted at communities or groups impacted by the loss.</p> <p><b>Updated position (Deadline 1):</b> The green space lost to construction at the Riverside Park though in Surrey is accessible to West Sussex residents in the North of the County and though being replaced this is an opportunity to ensure the new green space has access to those with disabilities to allow inclusion, independence, and empowerment, encourages community interaction, play and exercise.</p>	<p>ES Chapter 18: Health and Wellbeing sets out the effects of changes in availability of public areas of open space in Section 18.8, paragraphs 18.8.310 to paragraph 18.8.360. Changes in open space are summarised in paragraphs 18.8.333-334. Further detail is provided in ES Chapter 19: Agricultural Land Use and Recreation.</p> <p>The public open space lost from the southern fringe of Riverside Garden Park is associated with the provision of new public open space at the adjacent area of Carpark B, with access provided to ensure the link to Riverside Garden Park is contiguous (see Chapter 18, paragraph 18.8.341).</p> <p>The public open space lost from the southern part of Church Meadows is associated with the provision of new public open space at the adjacent area of land west of the River Mole, with a new footbridge access across the River Mole to ensure the link to Church Meadows is contiguous (see Chapter 18, paragraph 18.8.342).</p>	<p><b>ES Chapter 18: Health and Wellbeing</b> [APP-043]</p> <p><b>ES Chapter 19: Agricultural Land Use and Recreation</b> [APP-044]</p> <p><b>Consultation Report</b> [APP-218] <b>Consultation Report Annex B Autumn 2021 Consultation</b></p> <p><b>Consultation Report Annex A Autumn 2021 Consultation Issues Tables</b> [APP-219]</p>	Under discussion

			<p>The locations of new provision and the elements that make the new public open space continuous are a direct response to ensuring that there is easily and equally accessible by current users and communities.</p> <p>Community consultation (Section 47) is set out in the Consultation Report Sections 5.6 and 6.6, as well as Annex A-D.</p>	<p><b>Consultee Response Summaries</b> <a href="#">[APP-220]</a></p> <p><b>Consultation Report Annex C Summer 2022 Consultation Issues Tables</b> <a href="#">[APP-221]</a></p> <p><b>Consultation Report Annex D Summer 2022 Consultation Consultee Response Summaries</b> <a href="#">[APP-222]</a></p>	
<p><b>Other</b></p>					
<p><i>There are no other issues relating to this topic in this Statement of Common Ground.</i></p>					

Historic Environment

2.13.1 Table 2.13 sets out the position of both parties in relation to historic environment matters.

**Table 2.13 Statement of Common Ground – Historic Environment Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.13.1.1	Lack of historic background to the Airport.	No clear understanding or description of the history of the airport development.  <b>Updated position (Deadline 1):</b> WSCC fully support and would suggest a meeting ASAP as this document is vital to the understanding of the archaeological impact of the application.	An additional report can be prepared to meet this concern, and would suggest it is discussed through a TWG meeting with WSCC.	n/a	Under discussion
2.13.1.2	Lack of archaeological evaluation within the Airport perimeter	The scheme of archaeological investigation undertaken to date, has been focused on areas within the Project that were easily accessible and has not covered all potential areas of impact.  <b>Updated position (Deadline 1):</b> No written documents have been provided of such a previous agreement and discussions with the previous advisors have indicated they were awaiting information on the historical development of the airport and its potential impact on surviving archaeological deposits. As stated at the single TWG we have attended the document as identified in row 7.18 would provide clarity on those areas previously impacted.	The scheme of archaeological investigation undertaken prior to the submission of the DCO application was developed through discussions with WSCC’s appointed archaeological advisors and in line with the methodologies approved in writing by those advisors.  The issues relating to undertaking archaeological investigation within the perimeter of the airport have been discussed on a number of occasions and it was agreed that such investigation was not necessary. This was due to the land within the airport perimeter having a reduced archaeological potential (as a result of previous development) and/or the lack of impacts arising from the scheme.	<b>ES Appendix 7.8.2: Written Scheme of Investigation for post-consent Archaeological Investigations and Historic Building Recording - West Sussex [APP-106]</b>	Under discussion
2.13.1.3	Historic Environment	Previous archaeological work has established that the area within and around Gatwick Airport has the potential to contain archaeological remains of a multiperiod nature, ranging in date from the prehistoric to the medieval. WSCC is concerned that there are several areas within the Project where insufficient archaeological mitigation work has been proposed without sufficient justification. Therefore, WSCC recommends that there is an increase in the amount of archaeological assessment and recording undertaken.  <b>Updated position (Deadline 1):</b> No written documents have been provided of such a previous agreement and discussions with the previous advisors have indicated they were awaiting information on the historical development of the airport and its potential impact on surviving archaeological deposits. As stated at the single TWG we have attended the document as identified in row 7.18 would provide clarity on those areas previously impacted. The LIR response has details of areas of concern, however, the additional report identified under 7.18 may satisfy our concerns on some areas.	Further clarification is requested from WSCC as to where the specific areas are in order to provide a response.  The scheme of archaeological investigation undertaken prior to the submission of the DCO application was developed through discussions with WSCC’s appointed archaeological advisors and in line with the methodologies approved in writing by those advisors. The advisors did not identify any areas where insufficient archaeological work was proposed during those discussions.	<b>ES Appendix 7.8.2: Written Scheme of Investigation for post-consent Archaeological Investigations and Historic Building Recording - West Sussex [APP-106]</b>	Under discussion

2.13.1.4	Assessment of Significant Effects	<p>No archaeological work has been proposed or evidence provided in a number of locations where groundworks are planned in potentially undisturbed areas.</p> <p><b>Updated position (Deadline 1):</b> As stated at the single TWG we have attended the document as identified in row 7.18 would provide clarity on those areas previously impacted. The LIR response has details of areas of concern, however, the additional report identified under 7.18 may satisfy our concerns on some areas.</p>	<p>Further clarification is required from WSCC regarding which locations are referred to in the issue raised, in order for GAL to provide a response.</p>	n/a	Under discussion
<b>Assessment Methodology</b>					
<i>There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.</i>					
<b>Assessment</b>					
2.13.3.1	Assessment of Significant Effects	<p>There is a lack of evidence that buildings proposed for demolition or conversion have no historic interest.</p> <p><b>Updated position (Deadline 1):</b> The document proposed under 7.18 has the potential to clarify whether these structures are regarded as being of historic interest. Once the report has been completed this can be discussed at the appropriate TWG.</p>	<p>The Historic Environment Baseline Report identifies buildings of historic interest that could potentially be affected by the proposed development. These include listed and locally listed buildings. The only building of historic interest to be demolished is the former control tower which is not listed and is not included on the local list maintained by Crawley Borough Council. If WSCC know of any other buildings of historic interest that would be demolished or converted as part of the proposed development then the Applicant would be pleased to undertake a review of these.</p>	<b>ES Appendix 7.6.1: Historic Environment Baseline Report</b> <a href="#">[APP-101]</a>	Under discussion
2.13.3.2	Assessment of Significant Effects	<p>Alternatively, an explanation and evidence should be provided to show why certain works are unlikely to impact significant archaeological remains, either due to modern disturbance, foundation design, or other factors.</p> <p><b>Updated position (Deadline 1):</b> WSCC fully support and would suggest a meeting ASAP as this document is vital to the understanding of the archaeological impact of the application.</p>	<p>An additional report can be prepared to meet this concern, and we would suggest it is discussed through the TWGs.</p>	n/a	Under discussion
<b>Mitigation and Compensation</b>					
2.13.4.1	Management of Historic Environment effects	<p>The CoCP does not reflect the archaeological work proposed. The objective should be to protect or mitigate the setting of built heritage and the recording of affected archaeological deposits. It also does not detail a Heritage Clerk of Works.</p> <p><b>Updated position (Deadline 1):</b> WSCC are happy to discuss at the TWG both the wording of the CoCP and the need for a Clerk of Works. The extent of the proposed archaeological programme is at present not agreed but the document proposed under 7.18 will assist these discussions.</p>	<p>We consider the suggested change aligns with the text already included within the CoCP and would be happy to discuss further in a TWG meeting with WSCC.</p> <p>As the proposed programme of archaeological investigation and historic building recording is very small, the works can be undertaken without a Heritage Clerk of Works.</p>	<b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)	Under discussion



2.13.4.2	Proposed mitigation on areas already evaluated.	<p>The proposed mitigation identified within the WSI on areas that have been evaluated is not sufficient and will need to be expanded.</p> <p><b>Updated position (Deadline 1):</b> A list of concerns regarding the proposed mitigation method and extent has been provided within the LIR and we would suggest that these can be discussed and hopefully agreed at the next TWG.</p>	<p>GAL would appreciate further clarification from WSCC regarding this issue, including the specific areas being referred to and the additional work that is requested.</p>	n/a	Under discussion
2.13.4.3	Proposed building recording of control tower.	<p>Proposed level 2 recording not appropriate for this type of rare structure.</p> <p><b>Updated position (Deadline 1):</b> WSCC support the recording of the structure to level 3.</p>	<p>The level of recording proposed for the former control tower can be increased to Level 3. This can be discussed through the TWG.</p> <p>Further clarification is requested from WSCC as to what is meant by 'should be identified as a heritage asset'. The former control tower is identified within the submission documents as a building of historic interest, and therefore will be subject to the proposed programme of recording prior to demolition.</p> <p>GAL has referred to CBC's maintained list of buildings within the Borough. Whilst not statutorily listed, these are considered by the Council to be important due to their architectural, historical or archaeological significance. The former airport control tower is not on the list.</p>	<b>ES Appendix 7.8.2: Written Scheme of Investigation for post-consent Archaeological Investigations and Historic Building Recording - West Sussex</b> <a href="#">[APP-106]</a>	Agreed once added to the WSI
2.13.4.4	No proposals for heritage community outreach.	<p>No potential heritage community engagement identified in the CoCP.</p> <p><b>Updated position (Deadline 1):</b> WSCC would agree</p>	<p>A section regarding community engagement can be included within a revised version of the WSI for West Sussex. We would suggest that this addition is discussed and agreed through future TWGs and SoCG discussions.</p>	<b>ES Appendix 7.8.2: Written Scheme of Investigation for post-consent Archaeological Investigations and Historic Building Recording - West Sussex</b> <a href="#">[APP-106]</a>	Under discussion
2.13.4.5	Clarity in sign off for archaeological mitigation.	<p>Failure to define a procedure for the monitoring and signing-off of the archaeological works.</p> <p><b>Updated position (Deadline 1):</b> WSCC would agree.</p>	<p>A section regarding the sign-off procedure can be included within a revised version of the WSI for West Sussex. We would suggest that this addition is discussed and agreed through future TWGs and SoCG discussions.</p>	<b>ES Appendix 7.8.2: Written Scheme of Investigation for post-consent Archaeological Investigations and Historic Building Recording - West Sussex</b> <a href="#">[APP-106]</a>	Under discussion
2.13.4.6	Assessment of Significant Effects	<p>Given the widespread groundworks proposed for elements of the Project, a more extensive programme of archaeological trial trenching/test pitting</p>	<p>The scheme of archaeological investigation undertaken prior to the submission of the DCO application was developed through</p>	<b>ES Appendix 7.8.2: Written Scheme of</b>	Under discussion

		<p>is required in advance of construction. This would accurately assess the presence and survival of archaeological remains in areas to be impacted by the proposed groundworks and allow for the creation of an appropriate mitigation strategy.</p> <p><b>Updated position (Deadline 1):</b> No written documents have been provided of such a previous agreement and discussions with the previous advisors have indicated they were awaiting information on the historical development of the airport and its potential impact on surviving archaeological deposits. As stated at the single TWG we have attended the document as identified in row 7.18 would provide clarity on those areas previously impacted. The LIR response has details of areas of concern, however, the additional report identified under 7.18 may satisfy our concerns on some areas.</p>	<p>discussions with WSCC's appointed archaeological advisors and in line with the methodologies approved in writing by those advisors.</p> <p>The issues relating to undertaking archaeological investigation within the perimeter of the airport have been discussed on a number of occasions and it was agreed that such investigation was not necessary. This was due to the land within the airport perimeter having a reduced archaeological potential (as a result of previous development) and/or the lack of impacts arising from the scheme.</p>	<p><b>Investigation for post-consent Archaeological Investigations and Historic Building Recording - West Sussex</b> <a href="#">[APP-106]</a></p>	
2.13.4.7	Mitigation, Compensation and Enhancement	<p>Concerns about proposed recording, excavation/trenching and mitigations for key archaeological sites.</p> <p><b>Updated position (Deadline 1):</b> A list of concerns regarding the proposed mitigation method and extent has been provided within the LIR and we would suggest that these can be discussed and hopefully agreed at the next TWG.</p>	<p>Further clarification is required from WSCC regarding which archaeological sites are being referred to, in order for GAL to provide a response.</p>	n/a	Under discussion
2.13.4.8	Mitigation, Compensation and Enhancement	<p>Lack of clarity with regards the sign-off procedure for each phase of archaeological mitigation.</p> <p><b>Updated position (Deadline 1):</b> WSCC would agree.</p>	<p>A section regarding the sign-off procedure can be included within a revised version of the WSI for West Sussex. We would suggest this is discussed and agreed through the TWGs and SoCG discussions.</p>	<p><b>ES Appendix 7.8.2: Written Scheme of Investigation for post-consent Archaeological Investigations and Historic Building Recording - West Sussex</b> <a href="#">[APP-106]</a></p>	Under discussion
<b>Other</b>					
There are no other issues related to this topic within this Statement of Common Ground.					

Landscape, Townscape and Visual

2.14.1 Table 2.14 sets out the position of both parties in relation to matters.

**Table 2.14 Statement of Common Ground Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
<i>There are no other issues relating to the baseline in this Statement of Common Ground.</i>					
<b>Assessment Methodology</b>					
2.14.2.1	Lack of Zone of Theoretical Visibility (ZTV) for project elements.	<p>Although stated in the application that a separate ZTV for the CARE flue is provided, no evidence of this is included within the documentation. No ZTVs are produced for the construction compounds.</p> <p><b>Updated position (Deadline 1):</b> Awaiting the new ZTV illustrating the maximum parameters of the temporary construction compounds and the new ZTV for the CARE stack.</p>	<p>ES Chapter 8 LTVIA includes Figures 8.4.1, 8.4.2 and 8.4.4 which illustrate a ZTV of the proposed development that includes the CARE facility stack. A separate ZTV of the stack will be generated and included in a figure to demonstrate the different areas of landscape intervisible with the stack compared with all other elements of the proposals. A new ZTV illustrating the maximum parameters of the temporary construction compounds will be generated to inform visibility during the construction phase.</p> <p><b>Updated position (Deadline 1):</b> The stack to the replacement CARE facility has been removed through the Change Request, which has been accepted by the ExA.</p>	Figures 8.4.1, 8.4.2 and 8.4.4 of <b>ES Chapter 8 Landscape, Townscape and Visual Figures - Part 1</b> [APP-060]	Under discussion
2.14.2.2	Methodology	<p>A concern is the visual impact of the ('up to 48m') stack associated with the CARE waste facility. Although stated in Table 8.3.1 that a separate Zone of Theoretical Visibility (ZTV) for the flue is provided, no evidence of this is included within the documentation.</p> <p><b>Updated position (Deadline 1):</b> Awaiting the new ZTV illustrating the maximum parameters for the CARE stack.</p>	<p>ES chapter 8 LTVIA includes Figures 8.4.1, 8.4.2 and 8.4.4 which illustrate a ZTV of the proposed development that includes the CARE facility stack. A separate ZTV of the stack will be generated and included in a figure to demonstrate the different areas of landscape intervisible with the stack compared with all other elements of the proposals.</p> <p><b>Updated position (Deadline 1):</b> The stack to the replacement CARE facility has been removed through the Change Request, which has been accepted by the ExA.</p>	<b>ES Chapter 8 Landscape, Townscape and Visual Figures - Part 1</b> [APP-060]	Under discussion
2.14.2.3	Methodology	<p>Due to the longevity of the construction phase, no ZTVs have been prepared for the larger construction compounds, especially those close to sensitive receptors, or for those compounds with batching plants proposed to be up to 25m in height. Further assessment is required to understand where construction phase visual effects will be felt and how they will be mitigated.</p> <p><b>Updated position (Deadline 1):</b> Awaiting new ZTVs.</p>	<p>ES chapter 8 LTVIA includes Figures 8.4.1, 8.4.2 and 8.4.4 which illustrate a ZTV of the proposed operational development. A new ZTV illustrating the maximum parameters of the temporary construction compounds will be generated to inform visibility during the construction phase.</p>	<b>ES Chapter 8 Landscape, Townscape and Visual Figures - Part 1</b> [APP-060]	Under discussion
<b>Assessment</b>					

2.14.3.1	Extent of vegetation loss	<p>Concern is raised over the extent of vegetation that would be lost (primarily along the road corridor), which is significant and its effects on ecosystem service benefits and the loss of connectivity at a landscape scale.</p> <p><b>Updated position (Deadline 1):</b> Impacts to trees adjacent surface access improvements have not been adequately demonstrated and could therefore require the loss of mature large trees unless mitigation measures are in place. This is not accounted for within the response.</p> <p>Tree loss along the surface access works are temporary but of long-term significant effect. Whilst reinstatement measures are proposed, enhancement opportunities within the vicinity are not.</p>	<p>The majority of the vegetation that would be removed as part of the surface access improvements of the A23 would be scrub and small to medium sized trees. Reinstatement of scrub and tree planting (see illustrative designs for landscape mitigation in Appendix 8.8.1 Outline LEMP), would occur where possible and in accordance with guidelines in Highways England, DMRB LD117 Landscape Design, the Manual of Contract Documents for Highways Works, Major Projects and Highways England, DMRB Asset Data Management Manual Volume 13, and will mitigate visual and townscape impacts and reduce levels of effect to a level that is no longer significant.</p> <p>The details of landscape planting proposals will be agreed in consultation with the relevant authorities should the DCO be granted and will be secured as Requirement 8 of the draft DCO in Schedule 2. Publicly accessible replacement green space would be created in locations at car park B and Longbridge roundabout, connecting to existing green infrastructure, to compensate for any loss of vegetation and open space, representing a benefit to the local community, Gatwick staff and visitors and biodiversity.</p>	<p><b>ES Appendix 8.8.1 Outline LEMP</b> <a href="#">[APP-113]</a></p>	Under discussion
2.14.3.2	Landscape, Townscape, and Visual Resources	<p>WSSC is concerned about the landscape and visual impacts associated with the additional intensification of the development within the airport boundary and the highway corridor to the surrounding environment. The Environmental Statement (ES) downplays the value of the landscape surrounding the airport. There is no aspiration or commitment to improve the declining visual landscape caused by the airport activity already in existence. The indicative design, scale, and siting of the Project would further damage the landscape, with concerns about how the design principles presented would secure good design. WSSC is concerned about the lack of imagination in terms of mitigation and enhancement measures proposed.</p> <p><b>Updated position (Deadline 1):</b> Further information and more detailed design principles to secure good design are needed.</p>	<p>Existing and proposed ZTVs have been undertaken for a 15 km radius to inform the extent of the study area. The ZTV indicates that the vast majority of land that may be potentially intervisible with development at Gatwick Airport lies within a 5 km radius. This has been defined as an appropriate study area to capture the relevant landscape and townscape receptors (including undesignated landscapes) that are likely to be affected by the Project and to ensure that all likely significant effects have been identified. ES chapter 8 includes a thorough assessment of landscape value, sensitivity, magnitude of impact and significance of effect based on a methodology within Appendix 8.4.1. Photomontage/photo wirelines (ES Chapter 8 Figures 8.9.1 to 8.9.128) demonstrate the intervisibility of the existing and proposed airport infrastructure with receptors within the landscape and townscapes which surrounds the application site and inform the assessment of effects in sections 8.9 and 8.11 of the ES.</p> <p>Illustrative designs for landscape mitigation are included in Appendix 8.8.1 Outline LEMP which will minimise and mitigate landscape, townscape and visual impacts. Publicly accessible replacement green space would be created in locations at car park B and Longbridge roundabout, connecting to existing green infrastructure, to compensate for any loss of vegetation and open</p>	<p><b>ES Chapter 8 Landscape, Townscape and Visual Figures - Part 3</b> <a href="#">[APP-062]</a></p> <p><b>ES Appendix 8.4.1 LTVIA Methodology</b> <a href="#">[APP-109]</a></p> <p><b>Appendix 8.8.1 Outline LEMP</b> <a href="#">[APP-033]</a></p> <p><b>Design and Access Statement Volume 1</b> <a href="#">[APP-253]</a></p> <p><b>Design and Access Statement Volume 2</b> <a href="#">[APP-254]</a></p>	Under discussion



			<p>space, representing a benefit to the local community, Gatwick staff and visitors and biodiversity. A Design and Access Statement has been prepared to provide design quality control without being too restrictive for future design stages.</p> <p>The details of landscape planting proposals will be agreed in consultation with the relevant authorities should the DCO be granted and will be secured as Requirement 8 of the draft DCO in Schedule 2.</p>	<p><b>Design and Access Statement Volume 3</b> <a href="#">[APP-255]</a></p> <p><b>Design and Access Statement Volume 4</b> <a href="#">[APP-256]</a></p> <p><b>Design and Access Statement Volume 5</b> <a href="#">[APP-257]</a></p>	
<b>Mitigation and Compensation</b>					
<b>2.14.4.1</b>	Lack of certainty high quality design will be secured.	<p>The design principles, upon which the detailed design would be secured against, have had no input from stakeholders and are currently not detailed enough for each element of the Project.</p> <p><b>Updated position (Deadline 1):</b> Although the Design and Access Statement (DAS) (APP-253-257) is a separate DCO control document, the design principles upon which the detailed design would be secured against, have had no input from stakeholders. They are currently not detailed enough and contain ambiguous wording, which does not ensure that a high-quality development can be secured.</p>	<p>Appendix 8.8.1 Outline LEMP sets the overarching vision for landscape proposals and management of green infrastructure of the Project. The obligations within the outline LEMP will be secured through Requirement 8 of the draft DCO. A LEMP for individual parts of the Project will be submitted to and approved by the LPA before work commences. These LEMPs will be in general accordance with the principles in the outline LEMP. A greater level of detail for landscape mitigation proposals is provided for the surface access improvements, in accordance with DMRB.</p> <p>A Design and Access Statement has been prepared to provide design quality control without being too restrictive for future design stages. Publicly accessible replacement green space would be created in locations at car park B and Longbridge roundabout when the temporary construction compounds are removed to compensate for any loss of green infrastructure and space, representing a benefit to the local community, Gatwick staff and visitors and biodiversity.</p>	<p><b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan</b> <a href="#">[APP-113]</a></p> <p><b>Design and Access Statement Volume 1</b> <a href="#">[APP-253]</a></p> <p><b>Design and Access Statement Volume 2</b> <a href="#">[APP-254]</a></p> <p><b>Design and Access Statement Volume 3</b> <a href="#">[APP-255]</a></p> <p><b>Design and Access Statement Volume 4</b> <a href="#">[APP-256]</a></p> <p><b>Design and Access Statement Volume 5</b> <a href="#">[APP-257]</a></p>	Under discussion
<b>2.14.4.2</b>	Mitigation, Compensation and Enhancement	There are significant elements of the Project where landscape planting proposals will be immature, not just visually, but in ecosystem service provision too. The Applicant needs to review its work and present appropriate opportunities for substantial advance planting.	Illustrative designs for landscape mitigation are included in Appendix 8.8.1 Outline LEMP. The details of landscape planting proposals will be agreed in consultation with the relevant authorities should the DCO be granted and will be secured as Requirement 8 of the draft DCO in Schedule 2.	<b>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan</b> <a href="#">[APP-113]</a>	Under discussion



		<p><b>Updated position (Deadline 1):</b> Further discussion for the consideration of advanced planting is welcomed.</p>	<p>The potential for advanced planting will be considered. Areas will be identified which would not restrict/compromise flexibility for construction activities or access as part of the detailed design phase.</p> <p>Generally, landscape proposals will be implemented in the 12 month period after completion of the construction phase.</p>		
<p><b>Other</b>  <i>There are no other issues relating to topic in this Statement of Common Ground.</i></p>					

Major Accidents and Disasters

2.15.1 Table 2.15 sets out the position of both parties in relation to major accidents and disasters matters.

**Table 2.15 Statement of Common Ground – Major Accidents and Disasters Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
2.15.1.1	Increased risk of potential terrorist activity.	<p>With the increase in the terminal forecourt areas and increased passenger number throughput, there is concern this could increase the risk of potential terrorist activities taking place in these locations.</p> <p><b>Updated position (Deadline 1):</b> WSFRS acknowledges the current mitigation and contingency measures for responding to a terrorist attack at the Airport. However, WSFRS is seeking assurance from the Applicant that they understand the need for an increased and continued level of collaborative scrutiny and risk assessment during the planning and construction phases of the project, which align with the threat of a terrorist attack.</p> <p>The project will bring significant changes to the airport’s built environment and transportation networks, creating uncertainty for emergency responders, GAL’s staff and passengers. If the Applicant fails to show that they have considered and identified all risks through effective communication and consultation with WSFRS, it could lead to an ineffective and uncoordinated multi-agency emergency response to such an event. This would put lives at risk.</p> <p>Although the increased capacity does not increase the risk of a terrorist attack at the Airport, any uncertainty and deviation from normal operations could be seen as an opportunity for terrorists.</p>	<p>GAL’s engagement with the National Counter Terrorism Security Office (NaCTSO) is an on-going activity, and not one that occurs solely during airport development planning, although they are of course consulted on this issue. The risk of potential terrorist activities is not a function of passenger numbers or forecourt development. The increased capacity associated with the Project would not therefore be expected to have a direct effect on this aspect.</p> <p>In addition, there are extensive mitigation and contingency measures in place to manage these risks. All security measures are confidential and cannot be detailed in the public domain.</p>	<b>ES Appendix 5.3.4: Major Accidents and Disasters</b> [APP-089]	Under discussion
2.15.1.2	Potential impact to emergency response times.	<p>Relocation of RVPs would impact emergency services and possibly the attending appliances.</p> <p><b>Updated position (Deadline 1):</b> WSFRS requires the Applicant to communicate and consult regarding a geographical or procedural change to any existing RVPs as soon as possible, allowing WSFRS to evaluate potential impacts on its own procedures aligned to the different types of emergency response at the Airport where a RVP will be nominated.</p>	<p>RVP North is indicated on the plans submitted as Work No. 13. The precise locations of rendezvous points will be determined at the Project’s detailed design stage. The locations will be established with due consideration given to emergency response logistics.</p>	<b>Works Plans</b> [AS-017]	Agreed
2.15.1.3	Potential requirements or increased humanitarian support (and subsequent demands upon services).	<p>In the event of a major incident or disaster, there will be an increased demand for humanitarian support, putting higher demands and pressures on acute hospitals/local authorities and Rest Centre requirements. Clarity on whether there is enough capacity at local A&amp;E departments and within the broader emerging ICS (Integrated Care</p>	<p>The demand for humanitarian support in response to a major incident or disaster would be dependent upon the nature of the specific event. The NRP will result in an increase in passenger numbers and total aircraft movements. However, it won’t introduce fundamentally new or “bigger” hazards and thus, within the frequency with which major events occur, would not be expected to</p>	<b>ES Appendix 5.3.4: Major Accidents and Disasters</b> [APP-089]	

		System) to cope with the demand of an additional passengers passing through the airport every year is needed.	<p>result in higher demands and pressures on acute hospitals/local authorities and rest centres.</p> <p>As demonstrated in the "Health and Wellbeing Effects from Changes to Local Healthcare Capacity" assessment sections within ES Chapter 18: Health and Wellbeing (Doc ref. 5.1), the residual impact on external healthcare providers is not solely a factor of passenger throughput, as the intervention, triage and care provided can significantly reduce the need for ambulance call outs and referral. In terms of construction impacts, the proportion of non-home-based staff would not be significant, and an occupational health service provision would be in place to address the occupational health needs of the workforce, removing impacts upon local public health care capacity.</p>		
2.15.1.4	Major Accidents and Disasters	<p>There is concern about any permanent or temporary change to the location of the existing Rendezvous Points (RVP) at the Airport as part of the Project. Any future changes to the RVPs or intended changes in how the Applicant will nominate these for an emergency service response as a result of the Project, must be communicated and discussed with WSFRS. WSFRS will need to understand the potential traffic management changes, both temporary and permanent, in attending emergency incidents at the Airport itself and in its proximity.</p> <p><b>Updated position (Deadline 1):</b> WSFRS requires the Applicant to communicate and consult regarding a geographical or procedural change to any existing RVPs as soon as possible, allowing WSFRS to evaluate potential impacts on its own procedures aligned to the different types of emergency response at the Airport where a RVP will be nominated.</p>	<p>RVP North is indicated on the plans submitted as Work No. 13. The precise locations of rendezvous points will be determined at the Project's detailed design stage. The locations will be established with due consideration given to emergency response logistics.</p>	Works Plans [AS-017]	Agreed
2.15.1.5	Major Accidents and Disasters	<p>During the construction phase, there will likely be changes to the current infrastructure design that supports a fire service response and the safe evacuation of the public. The extent and impact of this work is difficult for WSFRS to understand and assess at this stage.</p>	<p>Fire prevention and emergency measures currently employed as part of Gatwick Airport operations would be in place and extended to the Project. During construction, specific fire prevention and emergency measures would be developed and set out in the CoCP.</p>	ES Appendix 5.3.2: Code of Construction Practice (Doc Ref. 5.3)	Not Agreed
2.15.1.6	Major Accidents and Disasters	<p>WSFRS need to understand the projection in passenger forecast and changes to the broader Airport layout in more detail as part of the Project, to assess the potential impact upon operational preparedness and resilience planning. An example of this requirement would be the plans for an incident (including risk of terrorist attack) at the Airport that will require evacuation, shelter, and welfare of a large number of people. Even though the frequency/demand of emergency incidents at the Airport is relatively low, the impact of an incident could be very high. The</p>	<p>The risk of potential terrorist activities is not really a function of passenger numbers or forecourt development. The increased capacity associated with the Project would not therefore be expected to have a direct effect on this aspect.</p> <p>In addition, there are extensive mitigation and contingency measures in place to manage these risks. All security measures are confidential and cannot be detailed in the public domain.</p>	ES Appendix 5.3.4: Major Accidents and Disasters [APP-089]	Under discussion

		<p>likelihood and impact of these events increasing due to the Project, and how this will be mitigated, need further understanding.</p> <p><b>Updated position (Deadline 1):</b> There must be a process to inform and consult WSFRS on changes or disruption to fixed installations and defined areas used to support effective firefighting and emergency response operations throughout the construction phase? It is foreseeable that firefighting systems and defined areas will be temporarily taken out action or decommissioned. In most circumstances, WSFRS will need to be aware of this state for its operational response planning. In addition, equal consideration will need to be applied to the closure or diversion of vehicle routes used for emergency response and access.</p> <p>In the planning phase, the Applicant must provide a detailed outline of their process and methods for ongoing communication with WSFRS during construction regarding any infrastructure changes that support firefighting and emergency operations.</p>	<p>The following mitigation and management measures currently apply:</p> <ul style="list-style-type: none"> <li>• CAP 1223: Framework for an Aviation Security (Civil Aviation Authority, 2018a). Security Management Systems (SeMS) provide a formalized, risk-driven framework for integrating security into the daily operations and culture of an entity. The SeMS enables an entity to identify and address security risks, threats, gaps and weaknesses in a consistent and proactive way. SeMS is not a mandated process but if an entity has SeMS which contain all the elements which are identified in CAP 1223, it will help the entity to meet the internal quality control provisions of articles 12, 13 and 14 of EC 300/20081.</li> <li>• Guidance on policing at airports (National Policing Improvement Agency, 2011). The Project would be designed and operated in line with the Guidance on policing at airports (National Policing Improvement Agency, 2011) as is the case with the existing airport.</li> </ul>		
2.15.1.7	Major Accidents and Disasters	<p>WSFRS are adapting to the emergence of renewable energy systems and electric-powered vehicles and aircraft. Many risks and hazards are being identified that could endanger Firefighter safety and the public and, therefore, WSFRS requires further discussions regarding these systems and provisions which is currently lacking in the DCO submission documents. This is a particularly live issue given the multi-storey car park fire at Luton Airport on 11 October 2023.</p> <p><b>Updated position (Deadline 1):</b> Will the Applicant collaborate with WSFRS alongside the Local Authority in the planning phase to review the best available information and safety controls associated with renewable energy systems and technology?</p> <p>The emergence of renewable energies and the drive to net zero has created significant safety risks and uncertainties for the UK Fire Service sector to mitigate.</p>	<p>Fire prevention and emergency measures currently employed as part of Gatwick Airport operations would be in place and extended to the Project. During construction, specific fire prevention and emergency measures would be developed and set out in the CoCP. The intent is to give an indication of future Project risk management through a description of present-day (and well-established) practices.</p>	ES Appendix 5.3.4: Major Accidents and Disasters <a href="#">[APP-089]</a>	Under discussion

Noise and Vibration

2.16.1 Table 2.16 sets out the position of both parties in relation to noise and vibration matters.

Table 2.16 Statement of Common Ground – Noise and Vibration Matters

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.16.1.1	Road traffic noise - Noise monitoring duration.	One 20-minute survey and one 10- minute survey is not sufficient to provide data suitable for validation of the road traffic noise model and indeed these data are not used as such. There is therefore no validation of the road traffic noise model in terms of measured levels.	<p>A sensitivity test of taxiing noise modelling with the slower transition fleet will be provided.</p> <p>Ground noise impacts are generally determined by the extent to which ground noise exceeds ambient noise, usually road traffic noise, so ground noise impacts are greatest when ground noise levels are highest in 2032.</p> <p>Ground noise contours were discussed with the TWG. Because ground noise impacts are determined by the change in ground noise and the extent to which it exceeds ambient noise, contours of ground noise levels can be misleading and are not considered helpful to depict area of impact in the ES.</p>	<b>ES Appendix 14.9.3: Ground Noise Modelling [APP-173]</b>	Under discussion
<b>Assessment methodology</b>					
2.16.2.1	Local planning policies	<p>Local planning policies are set out in Table 14.2.2 but no information is provided on how these policies are addressed in the ES.</p> <p><b>Updated position (Deadline 1):</b> Local planning policies should be covered in detail with information provided regarding where they have been addressed in the ES.</p>	The relevant planning policies relating to noise and vibration have been identified in the assessment and reference to them is made where relevant in the ES, e.g. Planning Advice Document Sussex is used to assess fixed sources of ground noise, see para 7.1.2 of ES Appendix 14.9.3: Ground Noise Modelling [APP-173]. Planning polies and how they addressed in relation to the application is principally addressed in the Planning Statement.	<b>ES Appendix 14.9.3: Ground Noise Modelling [APP-173]</b> <b>Planning Statement [APP-245]</b>	Not Agreed
2.16.2.2	Assessment periods (Construction noise)	Table are provided for daytime and night-time construction noise predictions. However, no identification of evening construction works has been provided.	<p>ES Appendix 14.9.1: Construction Noise and Vibration describes the Construction Noise Model identifying assumptions on the plant used, for which construction activities and in which period (day, night or both).</p> <p>Tables 14.9.1 and 14.9.2 provide predicted levels of construction noise for 24 periods during construction at community receptors in each of 12 receptors Areas, for daytime and night-time.</p> <p>Paras 14.9.5 and 14.9.46 of ES Chapter 14: Noise Vibration explain that construction will be carried out in accordance with ES Appendix 5.3.2 Code of Construction Practice. Table 14.9.3 of Chapter 14, identifies relevant “Best Practical Means” measures which will be adopted. Where noise barriers have been identified as practicable</p>	<b>ES Appendix 14.9.1: Construction Noise and Vibration [APP-171]</b>  Tables 14.9.1, 14.9.2, 14.9.3 and paras 14.9.5 and 14.9.46 and 14.9.50 to 14.9.52 of <b>ES Chapter 14: Noise Vibration [APP-039]</b>	Agreed



			they have been included within the assessment as discussed in paras 14.9.50 – 14.9.52.	<b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)	
<b>2.16.2.3</b>	Assessment of vibration effects from road construction	The assessment only considers effects from sheet piling and does not consider vibration effects from vibratory compactors and rollers used in highway construction.	Vibratory compactors and rollers used in the highway construction are not expected to be sufficiently close to noise sensitive receptors to give rise to significant vibration effects. A note providing further details on the use of vibratory compactors and rollers will be provided to the TWG.	n/a	Under discussion
<b>2.16.2.4</b>	Air noise – No assessment criteria is provided for the assessment of effects on non-residential receptors	<p>Assessment criteria based around the LOAEL and SOAEL focuses on noise effects at residential receptors. Non residential receptors should be considered on a case-by-case basis.</p> <p><b>Updated position (Deadline 1):</b> Paragraph 14.4.76 [APP-039] states: <i>“For non-residential buildings specific noise assessment criteria are used where significant noise increases are expected above the threshold levels described above, with reference to their particular use, design and circumstances”.</i></p> <p>No specific noise assessment criteria for non-residential receptors are defined. Additionally, the assessment of non-residential receptors is included in secondary noise metrics, which the Applicant identifies are not for identifying significant effects and are for context only.</p>	<p>The methodology for assessing non-residential receptors is summarised in ES para 14.4.76. Non-residential noise sensitive receptors include: Educational facilities (schools, colleges, nurseries) doctors medical centres, hospitals, auditoria (concert halls, theatres, sound recording and broadcasting studios), places of worship, offices, museums, community and village halls, courts, libraries, hotels etc. Noise assessment criteria for these can be drawn from various guidelines and in all cases are <math>L_{eq\ 16\ hour}</math> 50dB or 55dB. Noise change criteria for significant effects are in all cases 3dB or more. Hence, it is reasonable to use the residential <math>L_{eq\ 16\ hr}</math> 51dB LOAEL as a scoping threshold for non-residential receptors. As noted in ES para 14.4.76 for non-residential buildings, sensitivity to noise tends to depend not just on the building use, but also its construction and other factors. Therefore, where noise levels above the scoping criterion are identified they are assessed in a case by case basis.</p> <p>Construction noise has been modelled at all buildings regardless of use. The residential daytime and where relevant night-time LOAEL was used to scope impacts at all receptors including non-residential. Paragraphs 14.9.17 to 14.9.43 identify various schools, churches, open spaces, hotels and offices where these could be exceeded and Table 14.9.4 identified mitigation and on a case by case basis where impacts are likely.</p> <p>Non-residential receptors were considered in assessing the worst affected properties for baseline surveys, with measurements carried out and used to characterise the ambient noise levels at non-residential receptors in two of the 13 Noise Sensitive Receptor Areas used in the ground noise assessment. Ground noise has been modelled at all buildings regardless of use. The residential LOAELs were used to scope impacts at all receptors including non-residential. Appendix 14.9.3 provides predicted noise levels at</p>	<b>ES Chapter 14: Noise and Vibration</b> [APP-039]	Not Agreed

			<p>schools, offices, a care home and an aquatic centre and assesses impacts where relevant on a case by case basis.</p> <p>The air noise assessment provides modelled noise levels at non-residential properties to scope impacts above the residential LOAELs. Figure 14.9.32 (Doc Ref. 5.2) shows 50 noise sensitive community buildings (21 schools, one hospital, 18 places of worship and 7 community buildings) for which noise levels are predicted and assessed. The seven Community Representative Locations chosen to describe impacts in more detail in para 14.9.150 to 14.9.158 are non-residential (6 schools and one care home).</p> <p>Road traffic noise has been modelled at all buildings regardless of use. The residential LOAELs were used to scope impacts at all receptors including non-residential. Noise changes in the Riverside Garden Park have been assessed in detail. Potential noise impacts at two hotels and the Gatwick Airport Police Station are assessed on a case by case basis.</p>		
<b>2.16.2.5</b>	Air noise - Only 2032 assessment year is assessed as a worst-case	<p>The assessment only covers 2032 as it is identified as the worst-case; however, identification of significant effects for all assessment years should be provided.</p> <p><b>Updated position (Deadline 1):</b> All assessment years (2029, 2032, 2038 and 2047) should be covered in the assessment to understand temporal effects on the local population</p>	<p>The noise modelling method is summarised in Section 2 of Appendix 14.9.2 and was explained in a CAA ERCD presentation and slide deck hand out to the TWG on 7th June 2022.</p> <p>GAL engaged with the LPAs before and after the PEIR to discuss and explain the scenarios modelled and reported in the ES. These comprise:</p> <ul style="list-style-type: none"> <li>• 8 metrics - Leq 16 hr, Leq 8 hr night, N65 day, N60 night, Lden, LNight, Lmax and overflights;</li> <li>• 5 assessment years – 2019, 2029, 2032, 2038 and 2047</li> <li>• 2 Fleet transition scenarios, the Central Case and Slower Transition Case.</li> </ul> <p>These are presented in 71 figures in the ES relating to air noise impacts with the data tabulated in Appendix 14.9.2. LPAs have been given access to an air noise web viewer to download air noise contours. This is considered a suitable set of noise modelling scenarios to allow the ES as written to describe the likely significant effects of the Project.</p>	<p><b>ES Noise and Vibration Figures Part 1</b> [<a href="#">APP-063</a>]</p> <p><b>ES Noise and Vibration Figures Part 2</b> [<a href="#">APP-064</a>]</p> <p><b>ES Noise and Vibration Figures Part 3</b> [<a href="#">APP-065</a>]</p> <p><b>ES Appendix 14.9.2: Air Noise Modelling</b> [<a href="#">APP-172</a>]</p>	Not Agreed
<b>2.16.2.6</b>	Air noise - No attempt has been made to expand on the assessment of likely significant effects through the use of secondary noise metrics.	Context is provided to the assessment of ground noise through consideration of the secondary L <sub>max</sub> , overflight, L <sub>den</sub> and L <sub>night</sub> noise metric; however no conclusions on how this metric relates to likely significant effects have been made so the use of secondary metrics in terms of the overall assessment of likely significant effects is unclear.	Paragraph 14.4.79 of the ES explains: The assessment of significance is based primarily on the predicted levels and changes in the primary noise metrics and the factors described above, but additional noise metrics (the secondary noise metrics) are used to provide more detail on the changes that would arise.	Para 14.4.79 of <b>ES Chapter 14: Noise and Vibration</b> [ <a href="#">APP-039</a> ]	Not Agreed

		<p><b>Updated position (Deadline 1):</b> Supplementary noise metrics should be used supplement the primary metric assessment to identify likely significant effects.</p>			
2.16.2.7	<p>Air noise - No details of the noise modelling or validation process are provided. No details of measured Single Event Level or LASmax noise data from the Noise-Track-Keeping are provided.</p>	<p>Provision is needed of the assumptions and limitation that have been applied in the validation of the noise model and production of noise contours.</p> <p><b>Updated position (Deadline 1):</b> Details should be provided of the validation process and noise modelling processes with any noise model assumptions and limitations</p>	<p>CAA ERCD gave a presentation to the TWG on 7th June 2022 on the ANCON model and its validation, and it was discussed at the TWG. The slide deck provided for this meeting included SEL and Lmax levels from the Gatwick NTK and how they are used to validate the model every year. Further information has been added to the ES Appendix 14.9.2 Section 2.1 describing the air traffic forecasts used, the distribution across routes and runways, flight dispersion adopted, height and speed profiles, source terms for next generation aircraft and the ANCON model and referring to <i>ECRD Report 2002: Noise Exposure Contour for Gatwick Airport 2019</i> for further details.</p> <p>ERCD has been producing noise contours for Gatwick airport using the ANCON model since 1988 including annual contours every year. Up until 2015 the contours were produced for the DfT, and since then they have been carried out for GAL. ERCD has a team who maintain the model and calibrate it for Gatwick Airport using thousands of data points every year. ANCON is used on other UK airports as well as for international studies, and is considered the most accurate tool available to model noise from Gatwick Airport. it is strongly refuted that it is difficult to have confidence in the noise model based on the information provided.</p>	n/a	Not Agreed
2.16.2.8	<p>Assessment Methodology</p>	<p>For the ground noise and air noise assessments, changes in noise should be identified for receptors/population experiencing noise levels between LOAEL and SOAEL and for those experiencing noise levels exceeding SOAEL.</p> <p><b>Updated position (Deadline 1):</b> Table 14.9.10 and Table 14.9.11 should be updated to show population exposed to changes in noise between LOAEL and SOAEL and above SOAEL.</p>	<p>For air noise, Tables 14.9.10 and 14.9.11 of ES Chapter 14 give the populations predicted to have various changes in noise from across 9 ranges. Only noise levels above LOAEL are reported.</p> <p>Paragraphs 14.9.102 to 14.9.104 describe where these significant changes are expected. 40 have changes above 3dB all above SOAEL. 40 have changes of 1dB above SOAEL. These are the 80 significantly affected by the Project.</p> <p>For ground noise the changes in noise and whether they are above LOAEL and/or SOAEL are described in the Section 8.1 of ES appendix 14.9.3 across each of the 12 noise sensitive receptor areas.</p>	<p>Paragraphs 14.9.102 to 14.9.104 and Tables 14.9.10 and 14.9.11 of <b>ES Chapter 14 Noise and Vibration</b> [APP-039]</p> <p><b>ES Appendix 14.9.3 Ground Noise Modelling</b> [APP-173]</p>	Not Agreed
2.16.2.9	<p>Construction Noise (and Vibration)</p>	<p>No information is provided on how the LOAEL is defined at sensitive receptor locations in accordance with Table 14.4.4 of ES Chapter 14 Noise and Vibration (APP-039).</p>	<p>Paragraphs 14.9.8, 14.9.9, 14.9.13 and 14.9.14 of the ES Chapter 14 give construction noise LOAELs and SOAELs. These are derived from Table 14.4.4 using baseline noise levels that were either measured in 2016 or modelled in the road traffic noise</p>	<p>Paragraphs 14.9.8, 14.9.9, 14.9.13 and 14.9.14 of <b>ES Chapter</b></p>	Not Agreed

		<b>Updated position (Deadline 1):</b> The process when defining LOAEL and SOAEL should be detailed including ambient noise levels at each receptor group and the corresponding ABC defined construction noise thresholds for relevant time periods	baseline model rounded to the nearest 5dB as required in the BS5228 ABC method.	<b>14 Noise and Vibration</b> <a href="#">[APP-039]</a>	
<b>2.16.2.10</b>	Construction Noise (and Vibration)	It is unclear what construction activities are occurring within each assessment scenario.  <b>Updated position (Deadline 1):</b> There is no information on what construction activities are taking place during each modelled scenario. This information should be presented clearly in the ES.	This issue has been responded to previously at Row 13.40 of Table 13 in Appendix 1.  Paragraphs 14.9.1 to 14.9.3 of ES Chapter 14 explain how one or more of 17 activities has been modelled at each of 170 areas of works within one or more of 24 periods across the 15 year construction programme from 2024 to 2038. There is no more concise and clear way to present this in an ES. In the TWG on 4 <sup>th</sup> January 2023 we showed the construction noise model and examples of the activities in some works areas. Further examples of the construction noise model can be shown to the TWG.	Paragraphs 14.9.1 to 14.9.3 of <b>ES Chapter 14 Noise and Vibration</b> <a href="#">[APP-039]</a>	Not Agreed
<b>2.16.2.11</b>	Air Noise	Aircraft fleets are not provided for the 92-day summer period (APP-172). It is difficult to understand what has been modelled and how fleet transition would occur without provision of aircraft fleets. Aircraft fleets used in noise models should be provided along with how the fleet is split between the two runways.  <b>Updated position (Deadline 1):</b> Details of fleets for all assessment scenarios should be submitted along with how aircraft are distributed between the runways.	The fleets forecast are described in the Forecast Data Book and ES Appendix 14.9.5: Air Noise Envelope Background, however, this does not include full tables of the ANCON model types on the average summer day and night periods, which will be provided to the noise TWG.	ES Appendix 4.3.1 <b>Forecast Data Book</b> <a href="#">[APP-075]</a>  ES Appendix 14.9.5: <b>Air Noise Envelope Background</b> <a href="#">[APP-175]</a>	Not Agreed
<b>2.16.2.12</b>	Air Noise	Two scenarios are considered (Central Case and Slow-Transition Case) except for when properties exceeding the SOAEL are identified. It is not clear what scenario is considered for identifying receptors exceeding the SOEL and how many properties are exposed for each scenario, including new receptors identified to determine compliance with the first aim of the Airports National Policy Statement.  <b>Updated position (Deadline 1):</b> This information should be provided in the ES so it is clear and understandable	The population exceeding SOAEL for each fleet are provided as the upper and lower end of each range provided in each cell of Table 14.9.7.  Where properties experiencing significant increases are discussed and identified in paragraphs 14.9.102 to 14.9.105 these are for the slower transition case, i.e. the worst case. The day and night SOAEL contours for the two fleets are within 50-100m of each other in the majority of the populated areas, that are all rural with low population densities, so the equivalent populations to be identified for the Central Case fleet would be very similar but slightly lower in number.	<b>ES Chapter 14 Noise and Vibration</b> <a href="#">[APP-039]</a>	Not Agreed
<b>2.16.2.13</b>	Ground Noise	It is not clear if 'engine ground running', 'auxiliary power unit' and 'engine around taxi noise' is included in LAeq,T ground noise predictions. Consequently, ground noise LAeq,T levels may be understated. All ground noise sources should be included in LAeq,T predictions covering a reasonable worst-case day.	A technical note will be provided to the TWG providing further details of engine ground running noise levels which demonstrates their contribution to Leq levels will be insignificant.	n/a	Under discussion



2.16.2.14	Ground Noise	The ground noise assessment only accounts for the worst-case location (Rowley Cottages) and contextualises the 82 dB LAmax predictions by identifying car pass-by LAmax levels of 80 dB. However, there is no attempt to contextualise LAmax engine ground running noise at any other receptor location. The assessment of engine ground noise should cover all assessment locations.	A technical note will be provided to the TWG providing further details of engine ground running noise levels which demonstrates their contribution to Leq levels will be insignificant.	n/a	Under discussion
2.16.2.15	Ground Noise	The Central Case has been considered for the ground noise assessment; however, higher levels of ground noise will be identified in the Slower Transition Case. Consequently, there is potential for receptors to experience significant noise effects that are identified in the Central Case assessment. Ground noise emissions during the Slower Transition Case should be assessed.	A technical note will be provided to the TWG providing further details of engine ground running noise levels at other receptor locations which demonstrates the Project will not give rise significant effects from engine ground running.	n/a	Under discussion
2.16.2.16	Ground Noise	It is not clear if fire training activities at the new fire training ground are considered within the ground noise assessment. Noise emissions from fire training ground activities should be assessed.	A sensitivity test will be undertaken for the Slower Transition Fleet case for ground noise. The results of this test will be analysed and presented in the form of a technical note that will be shared with the local authorities.	n/a	Under discussion
2.16.2.17	Ground Noise	<p>The assessment of ground noise only covers 2032 as it is identified as the worst-case; however, identification of likely significant effects for all assessment years should be provided.</p> <p><b>Updated position (Deadline 1):</b> 2032 is not the worst-case year for ground noise as other assessment years show bigger increases in noise. All assessment years (2029, 2032, 2038 and 2047) should be covered in the assessment to understand temporal effects on the local population.</p>	<p>A sensitivity test of taxiing noise modelling with the slower transition fleet will be provided.</p> <p>Ground noise impacts are generally determined by the extent to which ground noise exceeds ambient noise, usually road traffic noise, so ground noise impacts are greatest when ground noise levels are highest in 2032.</p> <p>Ground noise contours were discussed with the TWG. Because ground noise impacts are determined by the change in ground noise and the extent to which it exceeds ambient noise, contours of ground noise levels can be misleading and are not considered helpful to depict area of impact in the ES.</p>	n/a	Not Agreed
2.16.2.18	Ground Noise	<p>Context to the ground noise assessment is provided through consideration of the secondary metrics; however, no conclusions as to how secondary metrics relate to likely significant effects have been made. The use of secondary metrics within the overall assessment of likely significant effects is therefore unclear.</p> <p><b>Updated position (Deadline 1):</b> Paragraph 14.4.84 [APP-039] states that: “Lmax levels have also been used to assist in determining significance of effects for particular intermittent noise sources such as Engine Ground Running and use of EATs.”</p>	Paragraph 14.4.79 of the ES explains: <i>The assessment of significance is based primarily on the predicted levels and changes in the primary noise metrics and the factors described above, but additional noise metrics (the secondary noise metrics) are used to provide more detail on the changes that would arise.</i>	<b>ES Chapter 14: Noise and Vibration</b> [APP-039]	Not Agreed



Assessment					
2.16.3.1	The assessment of ground noise should also consider the slower transition case as per the aircraft noise assessment. It is not clear why 2032 is considered worst-case for ground noise. Ground noise contours are not provided.	Higher levels of ground noise will be identified in the Slower Transition Case. Consequently, there is potential for receptors to experience significant noise effects that are identified in the Central Case assessment. Whilst 2032 provides the highest absolute noise levels, there appears to be larger increases in noise at some receptors during other assessment years. No noise contours are provided for ground noise.	<p>A sensitivity test of taxiing noise modelling with the slower transition fleet will be provided.</p> <p>Ground noise impacts are generally determined by the extent to which ground noise exceeds ambient noise, usually road traffic noise, so ground noise impacts are greatest when ground noise levels are highest in 2032.</p> <p>Ground noise contours were discussed with the TWG. Because ground noise impacts are determined by the change in ground noise and the extent to which it exceeds ambient noise, contours of ground noise levels can be misleading and are not considered helpful to depict area of impact in the ES.</p>	<b>ES Appendix 14.9.3: Ground Noise Modelling</b> [APP-173]	Under discussion
2.16.3.2	Evidence base and justification for noise impacts	<p>Further presentation of the required evidence base and justification of the noise and air quality effects (and proposed mitigation) from both construction of the additional infrastructure and the operational phase (including the increase in overflights).</p> <p><b>Updated position (Deadline 1):</b> The construction and ground noise assessments are both below the standard required for a DCO. Alignments and heights of noise barriers used to reduce significant noise effects should be provided and a commitment made to secure provision of noise barriers.</p>	The ES provides a full account of the assessment of noise impacts in accordance with all relevant policies and guidance.	<b>ES Chapter 14 Noise and Vibration</b> [APP-039]	Not Agreed
Mitigation and Compensation					
2.16.4.1	The Noise Envelope - sharing the benefits	<p>Paragraph 14.2.44 – sharing the benefits has been removed from the ES. This is a fundamental part of the Noise Envelope so it should be demonstrated how benefits of new aircraft technology are shared between the airport and local communities. There is no incentive to push the transition of the fleet to quieter aircraft technology. This means that the Noise Envelope allows for an increase in noise contour area on opening of the Project. The Applicant wants flexibility to increase noise contour area limits depending on airspace redesign and noise emissions from new aircraft technology. If expansion is consented, any uncertainties from airspace redesign or new aircraft technology should be covered within the constraints of the Noise Envelope.</p> <p><b>Updated position (Deadline 1):</b> Sharing the benefits has not been removed from national aviation policy. GAL do not share any noise benefits from new aircraft technology up to and around 2029 in the slower transition fleet case.</p>	<p>Paragraph 14.2.44 described how the reference to Sharing the Benefits of aircraft noise emission reduction has been removed from the government’s Overarching Aviation policy Statement in March 2023. We consulted on sharing the benefits through our Noise Envelope Group in summer 2022.</p> <p>An illustration of sharing the benefits was discussed and is reported in pages 165 to 175 of ES Appendix 14.9.9: Report on Engagement on the Noise Envelope.</p> <p>As communicated previously, GAL does not control airline fleet procurement and the airport sits within well-defined existing regulatory frameworks governing noise management, airport charges, slots and the requirement to consult on noise related actions which could be operating restrictions. Airline feedback to the Noise Envelope Group also explained that many factors can influence fleet procurement, some of which could be outside of the airlines’ control. The York Aviation review of the PEIR for the Local</p>	<p>Section 3.2 of ES Appendix 14.9.5 <b>Air Noise Envelope Background</b> [APP-175]</p> <p><b>ES Appendix 14.9.9: Report on Engagement on the Noise Envelope</b> [AS-023]</p> <p>ES Appendix 14.9.7: <b>The Noise Envelope</b> [APP-177]</p>	Not Agreed

		There should be no allowance for Noise Envelope limits to increase to give certainty to local communities on future noise levels.	<p>Authorities noted '<i>We consider that the fleet mix assumed in the Central Case for assessment is somewhat optimistic, particularly in the early years given the deferral of aircraft orders that has occurred during the pandemic, but that the Slower Transition Case represents a robust worst case</i>'.</p> <p>The reasons for adopting the Slower Transition Fleet noise contours areas are given in ES Appendix 14.9.5 Air Noise Envelope Background at Section 3.2.</p> <p>It is not agreed that airspace change (which is a project in its own right and subject to its own assessment) can reasonably be assessed in the ES. Moreover, the noise impacts of more carbon emissions efficient aircraft and legislative drivers for their adoption are not able to be predicted. For further information on those matters please refer to sections ,6.5 and 6.6 of the Noise Envelope Document.</p>		
2.16.4.2	Noise Envelope Regulation	<p>It is not clear in the DCO whether there would be any role for local authorities and key stakeholders in the Noise Envelope, if the Civil Aviation Authority (CAA) is the independent reviewer.</p> <p><b>Updated position (Deadline 1):</b> The Authorities should be part of an independent group set up to regulate the Noise Envelope.</p>	The host local authorities will be provided with the annual monitoring and forecasting reports approved by the CAA. This will confirm the position in respect of compliance with the noise envelope. In the unlikely event of any breach of the terms of the DCO the Host LPA's may petition action and seek to rely on section 161 of the Planning Act 2008. Moreover, the host LPA's will also retain their role under Regulation 598/2014 in relation to the introduction of noise related operating restrictions pursuant to the DCO requirements. There is therefore a sufficient level of scrutiny and ability to take action provided for the host LPA's. The CAA, who have relevant knowledge and expertise, are the most appropriate persons to review the noise envelope submissions made pursuant to the DCO of the purpose of their verification.	ES Appendix 14.9.7: <b>The Noise Envelope</b> <a href="#">[APP-177]</a> <b>ES Appendix 14.9.9 Report on Engagement on the Noise Envelope</b> <a href="#">[AS-023]</a>	Not Agreed
2.16.4.3	Prevention of Noise Envelope breaches	A breach would be identified for the preceding year, with an action plan in place for the following year. Consequently, it would be two years after a breach before a plan to reduce the contour area would be in place. No details are provided on what kind of actions are proposed for an action plan to achieve compliance. 24 months of breach would be required before capacity declaration restrictions for the following were adopted so it would be three years after the initial breach before capacity restrictions were in place. Capacity restrictions would not prevent new slots being allocated within the existing capacity and is not an effective means of preventing future noise contour limit breaches if a breach occurred in the previous year.	As described in ES Appendix 14.9.7: The Noise Envelope, each year an Annual Monitoring and Forecasting Report will be required to not only report monitoring of last year's performance against the Noise Envelope limits but to forecast compliance 5 years ahead, so that noise control measures can be planned and implemented in advance. The Noise Envelope, in Section 7.3, puts restrictions of further capacity declaration in the event that an exceedance of the noise envelope is forecast. The approach ensures action is taken in a timely manner to require compliance, with the sufficient threat of capacity restrictions if a breach is not remedied through the action plan measures within a reasonable time period. This strikes an appropriate fair balance, for the in the unlikely event of actual	ES Appendix 14.9.7: <b>The Noise Envelope</b> <a href="#">[APP-177]</a>	Not Agreed

		<p><b>Updated position (Deadline 1):</b> Capacity restrictions are not sufficient to prevent potential breaches and slot restriction measures should be adopted.</p>	breach taking into account the purposefully forward-looking nature of the annual monitoring and forecasting approach.		
2.16.4.4	Lack of detail regarding the Noise insulation scheme.	<p>It is not clear how the noise insulation scheme would prioritise properties for provision of insulation. Residents of properties within the inner zone will be notified within six months of commencement of works; however, it is not clear what noise contours eligibility would be based upon. Lack of detail on the noise insulation measures in the Outer Zone. Schools are included in the Noise insulation Scheme, but it is unclear if other community buildings would be eligible for noise insulation. It is unclear how noise monitoring would be undertaken to determine eligibility through cumulative ground and air noise.</p> <p><b>Updated position (Deadline 1):</b> Details of the noise insulation roll out should be provided including a market test the availability of contractors and insulation materials.</p> <p>The noise insulation scheme should be updated to include noise sensitive community buildings.</p>	<p>Paragraph 4.1.10 and 4.1.11 of ES Appendix 14.9.10 outline the process to prioritise the scheme with the Inner Zone first. Further detail on implementation of the NIS is being prepared and will be shared with the TWG. Further prioritisation will use higher noise level bands to implement the scheme to those most affected first, albeit it is considered that there is sufficient time for all properties in the inner zone to receive noise insulation before operations commence.</p> <p>Paragraph 4.1.13 of ES Appendix 14.9.10 explains: We propose to base the new NIS on the worst-case end of this range, associated with the Slow Transition Fleet. As such, we propose to use the forecast 2032 Leq contour area to set the geographical boundary for our enhanced NIS.</p> <p>The noise insulation package offered in the Outer zone will be acoustic ventilators, and acoustic glazing where necessary to upgrade single glazing, to noise sensitive rooms. There will be some flexibility as to how the package is decided.</p> <p>Paragraphs 5.1.1 and 5.1.2 of ES Appendix 14.9.10 outline the noise insulation scheme for schools, and the kind of measures that will be offered, noting that details will be developed on a case by case basis. The scheme is intended only for community buildings that are sensitive to noise because they are used for teaching.</p> <p>Paragraph 4.1.11 of ES Appendix 14.9.10 explains how eligibility for the Inner Zone noise insulation scheme will if necessary be extended by measurement of cumulative ground and air noise. Two small areas are noted as possible candidates but the vast majority of eligibility will be clear from air noise contours with the option to extend this if noise disturbance is reported by residents beyond. Measurements would be carried out by installing noise monitoring equipment in the relevant area.</p>	Paragraph 4.1.10 and 4.1.11 of ES Appendix 14.9.10 <b>Noise Insulation Scheme</b> <a href="#">[APP-180]</a>	Not Agreed
2.16.4.5	Noise Insulation Scheme	<p>Residents in the outer zone should be offered more flexibility on the type of insulation rather than being restricted to ventilation.</p> <p><b>Updated position (Deadline 1):</b> The noise insulation scheme should be updated to allow flexibility for any type of insulation that may improve internal noise conditions.</p>	Paragraph 4.1.10 and 4.1.11 of ES Appendix 14.9.10 outline the process to prioritise the scheme with the Inner Zone first. Further detail on implementation of the NIS is being prepared and will be shared with the TWG. Further prioritisation will use higher noise level bands to implement the scheme to those most affected first, albeit it is considered that there is sufficient time for all properties in	Paragraph 4.1.10 and 4.1.11 of ES Appendix 14.9.10 <b>Noise Insulation Scheme</b> <a href="#">[APP-180]</a>	Not Agreed

			<p>the inner zone to receive noise insulation before operations commence.</p> <p>Paragraph 4.1.13 of ES Appendix 14.9.10 explains: We propose to base the new NIS on the worst-case end of this range, associated with the Slow Transition Fleet. As such, we propose to use the forecast 2032 Leq contour area to set the geographical boundary for our enhanced NIS.</p> <p>The noise insulation package offered in the Outer zone will be acoustic ventilators, and acoustic glazing where necessary to upgrade single glazing, to noise sensitive rooms. There will be some flexibility as to how the package is decided.</p> <p>Paragraphs 5.1.1 and 5.1.2 of ES Appendix 14.9.10 outline the noise insulation scheme for schools, and the kind of measures that will be offered, noting that details will be developed on a case by case basis. The scheme is intended only for community buildings that are sensitive to noise because they are used for teaching.</p> <p>Paragraph 4.1.11 of ES Appendix 14.9.10 explains how eligibility for the Inner Zone noise insulation scheme will if necessary be extended by measurement of cumulative ground and air noise. Two small areas are noted as possible candidates but the vast majority of eligibility will be clear from air noise contours with the option to extend this if noise disturbance is reported by residents beyond. Measurements would be carried out by installing noise monitoring equipment in the relevant area.</p>		
2.16.4.6	Noise Insulation Scheme	It is not clear if properties that have already received insulation would be eligible for upgraded noise insulation as part of the new scheme.	That is the case. An appendix to the NIS will be provided giving further details on its implementation and clarifying this.	n/a	Under discussion
2.16.4.7	Noise Envelope	<p>It is not appropriate to use the slow-transition case to define noise contour limits. There is no incentive to push the transition of the fleet to quieter aircraft technology. This means that the Noise Envelope would allow for an increase in noise contour area on the opening day of the NRP.</p> <p><b>Updated position (Deadline 1):</b> Sharing the benefits has not been removed from national aviation policy. GAL do not share any noise benefits from new aircraft technology up to and around 2029 in the slower transition fleet case.</p> <p>There should be no allowance for Noise Envelope limits to increase to give certainty to local communities on future noise levels.</p>	<p>Paragraph 14.2.44 described how the reference to Sharing the Benefits of aircraft noise emission reduction has been removed from the government’s Overarching Aviation policy Statement in March 2023. We consulted on sharing the benefits through our Noise Envelope Group in summer 2022.</p> <p>An illustration of sharing the benefits was discussed and is reported in pages 165 to 175 of ES Appendix 14.9.9: Report on Engagement on the Noise Envelope.</p> <p>As communicated previously, GAL does not control airline fleet procurement and the airport sits within well-defined existing regulatory frameworks governing noise management, airport</p>	Section 3.2 of ES Appendix 14.9.5 <b>Air Noise Envelope Background</b> [APP-175]	Not Agreed



			<p>charges, slots and the requirement to consult on noise related actions which could be operating restrictions. Airline feedback to the Noise Envelope Group also explained that many factors can influence fleet procurement, some of which could be outside of the airlines' control. The York Aviation review of the PEIR for the Local Authorities noted <i>'We consider that the fleet mix assumed in the Central Case for assessment is somewhat optimistic, particularly in the early years given the deferral of aircraft orders that has occurred during the pandemic, but that the Slower Transition Case represents a robust worst case'</i>.</p> <p>The reasons for adopting the Slower Transition Fleet noise contours areas are given in ES Appendix 14.9.5 Air Noise Envelope Background at Section 3.2.</p> <p>It is not agreed that airspace change (which is a project in its own right and subject to its own assessment) can reasonably be assessed in the ES. Moreover, the noise impacts of more carbon emissions efficient aircraft and legislative drivers for their adoption are not able to be predicted. For further information on those matters please refer to sections ,6.5 and 6.6 of the Noise Envelope Document.</p>		
<b>2.16.4.8</b>	Noise Envelope	Use of annual noise contour limits in addition to noise limits covering the 92-day summer period would provide confidence that noise would be controlled outside the 92-day summer period.	<p>Notwithstanding the explanation provided, annual Lden and Lnight contours are provided for baseline and with Project conditions in Section 14.6 and 14.9 of ES Chapter 14 to illustrate noise changes over the whole year including the winter months.</p> <ul style="list-style-type: none"> <li>• Section 4 of Appendix 14.9.2 provides tables of annual Lden and Lnight.</li> <li>• Figures 14.9.28 and 14.9.39 show annual Lden and Lnight contours.</li> <li>• Para 14.9.136 to 14.9.139 discuss the changes in annual Lden and Lnight contours compared to the changes in summer season Leq 16 hr and Leq 8 hour night contours.</li> </ul> <p>Gatwick with the NRP will also be subject to an overall annual ATM limit of 386,000 movements.</p>	<p>Section 14.6 and 14.9 of <b>ES Chapter 14: Noise and Vibration</b> <a href="#">[APP-039]</a></p> <p><b>ES Appendix 14.9.2: Air Noise Modelling</b> <a href="#">[APP-172]</a></p> <p><b>ES Appendix 6.2.1: Scoping Report Part 1</b> <a href="#">[APP-092]</a></p> <p><b>ES Appendix 6.2.1: Scoping Report Part 2</b> <a href="#">[APP-093]</a></p> <p><b>ES Chapter 4: Existing Site and Operation</b> <a href="#">[APP-029]</a></p>	Under discussion
<b>2.16.4.9</b>	Noise Envelope	The Noise Envelope should provide certainty about the levels of noise which can be expected in the future in accordance with CAP 1129; however, the Noise Envelope allows for noise contour limits to increase as	The Noise Envelope provides certainty for the periods which it is set in accordance with CAP1129. The noise envelope should reflect evidence of the improvements in average fleet noise performance over time and should not function to prevent airlines serving	Sections 6.3 to 6.7 and Section 8 of ES Appendix 14.9.7 <b>The</b>	Not Agreed



		<p>a result of airspace changes and new aircraft technology. There should be no allowance for noise contour area limits to increase.</p> <p><b>Updated position (Deadline 1):</b> There should be no allowance for Noise Envelope limits to increase to give certainty to local communities on future noise levels.</p>	<p>changing markets or introducing new carbon-efficient aircraft. There may also be extraordinary circumstances in which it could be necessary to review the noise envelope limits upwards. These points are fully as described in Sections 6.3 to 6.7 of the Noise Envelope.</p> <p>Any change to the noise envelope would require a formal review following the processes laid out in Section 8, including consultation and approval of the Secretary of State.</p>	<p><b>Noise Envelope</b> <a href="#">[APP-177]</a></p>	
2.16.4.10	Noise Envelope	<p>Thresholds should be adopted within the Noise Envelope with the intention that action can be implemented prior to a contour limit breach occurring.</p> <p><b>Updated position (Deadline 1):</b> Preventative action should be applied when noise contours areas based on actuals or forecast movements are approaching the limits.</p>	<p>As described in ES Appendix 14.9.7: The Noise Envelope, each year an Annual Monitoring and Forecasting Report will be required to not only report monitoring of last year's performance against the Noise Envelope limits but to forecast compliance 5 years ahead, so that noise control measures can be planned and implemented in advance. The Noise Envelope, in Section 7.3, puts restrictions of further capacity declaration in the event that an exceedance of the noise envelope is forecast. The approach ensures action is taken in a timely manner to require compliance, with the sufficient threat of capacity restrictions if a breach is not remedied through the action plan measures within a reasonable time period. This strikes an appropriate fair balance, for the in the unlikely event of actual breach taking into account the purposefully forward-looking nature of the annual monitoring and forecasting approach.</p>	<p>ES Appendix 14.9.7: <b>The Noise Envelope</b> <a href="#">[APP-177]</a></p>	Not Agreed
2.16.4.11	Noise Envelope	<p>Capacity declaration restrictions are a weak form of noise control as new slots within that capacity can be allocated. Slot restriction measures should be adopted.</p> <p><b>Updated position (Deadline 1):</b> Capacity restrictions are not sufficient to prevent potential breaches and slot restriction measures should be adopted.</p>	<p>As described in ES Appendix 14.9.7: The Noise Envelope, each year an Annual Monitoring and Forecasting Report will be required to not only report monitoring of last year's performance against the Noise Envelope limits but to forecast compliance 5 years ahead, so that noise control measures can be planned and implemented in advance. The Noise Envelope, in Section 7.3, puts restrictions of further capacity declaration in the event that an exceedance of the noise envelope is forecast. The approach ensures action is taken in a timely manner to require compliance, with the sufficient threat of capacity restrictions if a breach is not remedied through the action plan measures within a reasonable time period. This strikes an appropriate fair balance, for the in the unlikely event of actual breach taking into account the purposefully forward-looking nature of the annual monitoring and forecasting approach.</p>	<p>ES Appendix 14.9.7: <b>The Noise Envelope</b> <a href="#">[APP-177]</a></p>	Not Agreed
<b>Other</b>					
There are no other issues relating to this topic in this Statement of Common Ground.					

Planning and Policy

2.17.1 Table 2.17 sets out the position of both parties in relation to planning and policy matters.

**Table 2.17 Statement of Common Ground – Planning and Policy Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
2.17.1.1	Planning Statement	When the Applicant expects the CAA to confirm there are no obvious safety-related impediments and provide a Letter of No Impediment.	GAL expects CAA's letter of no impediment to be submitted early in the Examination stage. As confirmed in the Planning Statement (para 1.3.3), GAL is confident that there are no safety-related impediments why the Project should not progress and that this will be confirmed through the CAA's letter.	<b>Planning Statement</b> <a href="#">[APP-245]</a>	Under discussion
2.17.1.2	Planning Statement	How the changes mentioned in paragraphs 1.3.7 and 1.3.8 will be secured and appropriately controlled.	Airspace within the UK is regulated by the Civil Aviation Authority (CAA) and managed by NATS En Route, which is a subdivision within the National Air Traffic Services. An explanation of the relationship between the DCO Project and airspace regulations was set out in paragraphs 3.3.10 to 3.3.13 of the Autumn 2021 Consultation, contained in Consultation Report Appendices, Part B, Volume 2.	<b>Consultation Report Appendices, Part B, Volume 2</b> <a href="#">[APP-225]</a>	Under discussion
2.17.1.3	Planning Statement	Whether there is any legal precedent for the statement that it is "appropriate to use the policy framework of the [Airports National Policy Statement] as the primary framework against which the Project as a whole should be tested" (paragraph 1.5.19).	The Airport National Policy Statement (para 1.41) itself confirms that "the Secretary of State considers that the contents of the Airports NPS will be both important and relevant considerations in the determination of such an application [not comprising an application for the Heathrow Northwest Runway], particularly where it relates to London or the South East of England."	n/a	Under discussion
2.17.1.4	Planning Statement	When further information regarding the proposed Section 106 agreement will come forward and when negotiations will begin in earnest.  <b>Updated position (Deadline 1):</b> WSCC acknowledges the submission of a draft 106 to legal representatives.	GAL will issue a draft of the Section 106 Agreement in connection with the NRP to the local authorities. GAL looks forward to receiving initial feedback on the first draft and continuing engagement with the parties to ensure a final, signed version has been submitted by the close of the examination.	n/a	Under discussion
2.17.1.5	Planning Statement	Why the Applicant considers the provision of hotels (Works 26, 27, 28 and 29) falls within the scope of the DCO regime. The same point applies to the proposed commercial space.	An explanation of hotel and office provisions as Associated Development within the Project was provided at the Planning TWG in November 2022 justified against the Planning Act 2008 and Government's supporting guidance, and no subsequent queries were raised by the LAs. A response was also provided on this against Item 3.93 in the October 2023 versions of the Issues Trackers.	n/a	Under discussion
2.17.1.6	Planning Statement	Whether an updated Mitigation Route Map will be prepared (stating, for example, which parts of the dDCO are relevant).	The Mitigation Route Map will be updated during the course of the DCO Examination to reflect any changes / updates made through the process. The next iteration (and any subsequent updates) will	<b>ES Appendix 5.2.3 Mitigation Route Map</b> <a href="#">[APP-078]</a>	Under discussion

		<b>Updated position (Deadline 1):</b> WSCC await the updated Mitigation Route Map.	specific the relevant schedule/requirement of the draft DCO, as requested by WSCC.		
2.17.1.7	Planning Statement	Why the Planning Policy Compliance Tables appear to make no reference at all to local plan policies (contrasting with the Manston DCO where, in the decision letter, the Secretary of State listed the Thanet Local Plan as an important and relevant matter in the context of policy compliance). Why there is no reference to local plan policies in a number of ES chapters.	<p>Relevant local policies are set out within the DCO Application, namely within the legislation and policy sections of the topic-specific ES Chapters (namely ES Chapter 7 to 20) and Gatwick Airport-specific local plan policies in Section 6.6 of the Planning Statement.</p> <p>The purpose of the Planning Policy Compliance Table is to set out and consider relevant national policies against the Project proposals, in recognition that the Government's National Policy Statements provide the primary planning policy framework for NSIPs under the Planning Act 2008.</p> <p>We would be grateful for WSCC's clarification on which ES Chapter(s) it believes is missing this local policy section.</p>	<b>Planning Statement</b> <a href="#">[APP-245]</a>	Under discussion
2.17.1.8	Planning Statement	Why the dDCO does not make any provision for securing that Site Waste Management Plans following the template in the Construction Resources and Waste Management Plan.	The Construction Resources and Waste Management Plan (CRWMP) is an Annex to the Code of Construction Practice to be secured as a certified document and under Requirement 7 of the draft DCO. Paragraph 1.4.1 explains that the CRWMP will be implemented through the preparation of site waste management plans and which is also referenced under the Code of Construction Practice, to be secured as a certified document and under Requirement 7 of the draft DCO.	<p><b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2 Code of Construction Practice Annex 5 – Construction Resources and Waste Management Plan</b> <a href="#">[APP-087]</a></p> <p>Draft DCO (Doc Ref. 2.1)</p>	Under discussion
2.17.1.9	Planning Statement	It is not clear how the mitigation referred to in paragraph 8.17.11 (Artificial Light, Smoke and Steam) will be secured.	Mitigation measures for lighting are contained within the design principles, in Appendix A1 of the Design and Access Statement (Volume 5) and secured under the draft DCO (i.e. Requirements 4, 5 and 10).	<p><b>Appendix A1 of the Design and Access Statement: Volume 5</b> <a href="#">[APP-257]</a></p> <p>Draft DCO (Doc Ref. 2.1)</p>	Under discussion

Project Elements and Approach to Mitigation

2.18.1 Table 2.18 sets out the position of both parties in relation to project elements and approach to mitigation matters.

**Table 2.18 Statement of Common Ground – Project Elements and Approach to Mitigation Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
2.18.1.1	Lack of detailed evidence with regards environmental and social criteria for assessment of Project options.	Without further evidence of environmental and social criteria influencing the options appraisal process, stakeholders cannot be satisfied that the least impactful option has been taken forward.  <b>Updated position (Deadline 1):</b> As raised in the RR and PAADS, further information regarding the criteria used to select the chosen option is required.	ES Chapter 3: Alternatives Considered and its supporting figures and appendices details the process that was undertaken of considering and assessing alternatives during the Project design process. The assessment criteria is set out in Table 3.4.1 of ES Chapter 3 and the results of the appraisal processes are contained in ES Appendix 3.5.1.	<b>ES Chapter 3: Alternatives Considered</b> [APP-028]  <b>ES Chapter 3 Alternatives Considered Figures</b> [APP-049]  <b>ES Appendix 3.5.1 Options Appraisal Tables</b> [APP-073]	Under discussion
2.18.1.2	The Applicant has proposed a significant amount of development to support the increase in passenger throughput.	WSCC questions whether the inclusion of new hotels and office blocks is relevant or directly related to this growth.	An explanation of hotel and office provisions as Associated Development within the Project was provided at the Planning TWG in November 2022 justified against the Planning Act 2008 and Government’s supporting guidance, and no subsequent queries were raised by the LAs. A response was also provided on this against Item 3.93 in the October 2023 versions of the Issues Trackers.	n/a	Under discussion
2.18.1.3	Community engagement through the construction phase	Lack of clarity or outline control document with regards community engagement through the construction phase.  <b>Updated position (Deadline 1):</b> As There should be an outline community engagement plan for during the construction phase	Section 4.12 of the Code of Construction Practice (CoCP) (contained in ES Appendix 5.3.2) sets out communication measures that will be undertaken to engage with the local community and stakeholders. Paragraph 6.1.5 of the CoCP also explains that a dedicated Community Liaison Officer will be also be in place and responsible for implementing the communication and engagement activities. The CoCP is proposed to be legally secured under the Requirement 7 of the draft DCO.	<b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)  <b>Draft DCO</b> (Doc Ref. 2.1)	Under discussion
2.18.1.4	Proposed S106 agreement Heads of Terms.	Planning Statement (Table 5.2) sets out proposed Heads of Terms for a S106 Agreement. WSCC has concerns regarding the limited scope of the proposals.  <b>Updated position (Deadline 1):</b> WSCC acknowledges the draft s106 received by legal representatives.	GAL will issue a draft of the Section 106 Agreement in connection with the NRP to the local authorities. GAL looks forward to receiving initial feedback on the first draft and continuing engagement with the parties to ensure a final, signed version has been submitted by the close of the examination.	n/a	Under discussion



2.18.1.5	The proposals to mitigate impacts of airport growth.	<p>WSSC has concerns that the proposals to mitigate the impacts of airport growth are not environmentally focussed.</p> <p><b>Updated position (Deadline 1):</b> The proposals to mitigate impacts of airport growth should be delivered following the environmentally-focused principles of 'Green Controlled Growth', as proposed in the recent Luton Airport DCO</p>	<p>The Applicant has included as part of the Application the mitigation identified as being necessary under the Environmental Statement to address the potential adverse impacts of the Project. Specific to those environmental topics and impacts which are considered most sensitive to airport growth (noise, carbon, surface access and air quality), the relevant mitigation is primarily contained within the Noise Envelope, Surface Access Commitments and Carbon Action Plan documents, each secured as requirements to, and to be certified as part of, the draft DCO (with additional air quality mitigation proposed to be included within the s106 Agreement). Each of those 'control' documents sets out bespoke independent governance, monitoring and mitigation arrangements to ensure the proper functioning and delivery of the underlying mitigation/commitments.</p>	<p><b>ES Appendix 14.9.7 The Noise Envelope</b> <a href="#">[APP-177]</a></p> <p><b>ES Appendix 5.4.2 Carbon Action Plan</b> <a href="#">[APP-091]</a></p> <p><b>ES Appendix 5.4.1 Surface Access Commitments</b> <a href="#">[APP-090]</a></p> <p><b>Draft DCO</b> (Doc Ref. 2.1)</p>	Under discussion
2.18.1.6	Justification for supporting infrastructure	<p>Justification for the required supporting infrastructure and its necessity to facilitate the required passenger throughput. WSSC is concerned that a significant amount of development to facilitate the Project is proposed, which has not been fully justified and would require a lengthy construction period.</p> <p>WSSC questions whether the inclusion of new hotels and office blocks is relevant or directly related to this growth. Justification is therefore needed for the required supporting infrastructure and its necessity to facilitate the required passenger throughput.</p>	<p>The need for the Project components has been set out through the pre-application consultation processes to inform stakeholders and the wider public of GAL's proposals. For instance, Section 3 of the Autumn 2021 Consultation Overview Document contained in Consultation Report Appendices, Part B, Volume 2.</p> <p>An explanation of hotel and office provisions as Associated Development within the Project was provided at the Planning TWG in November 2022 justified against the Planning Act 2008 and Government's supporting guidance, and no subsequent queries were raised by the LAs. A response was also provided on this against Item 3.93 in the October 2023 versions of the Issues Trackers.</p>	<p><b>Consultation Report Appendices, Part B, Volume 2</b> <a href="#">[APP-225]</a></p>	Under discussion
2.18.1.7	Alternatives	<p>Lack of evidence regarding the assessment of alternatives for Project infrastructure and how the current set of design principles will ensure a secured approach to good design, particularly for the Central Area Recycling Enclosure (CARE facility) and highways works.</p> <p><b>Updated position (Deadline 1):</b> Although the Design and Access Statement (DAS) (APP-253-257) is a separate DCO control document, the design principles upon which the detailed design would be secured against, have had no input from stakeholders. They are currently not detailed enough and contain ambiguous wording, which does not ensure that a high-quality development can be secured.</p>	<p>ES Chapter 3: Alternatives Considered and its supporting figures and appendices details the process that was undertaken of considering and assessing alternatives during the Project design process. The assessment criteria is set out in Table 3.4.1 of ES Chapter 3, including the need to promote good design, and the results of the appraisal processes are contained in ES Appendix 3.5.1.</p>	<p><b>ES Chapter 3: Alternatives Considered</b> <a href="#">[APP-028]</a></p> <p><b>ES Chapter 3 Alternatives Considered Figures</b> <a href="#">[APP-049]</a></p> <p><b>ES Appendix 3.5.1 Options Appraisal Tables</b> <a href="#">[APP-073]</a></p>	Under discussion



2.18.1.8	New housing and infrastructure required	The need for new homes and associated infrastructure, including WSCC services.	A response to this issue was provided in Item 12.39 of the October 2023 Issues Trackers.	n/a	Under discussion
2.18.1.9	Green Controlled Growth	The proposals to mitigate impacts of airport growth should be delivered following the environmentally-focused principles of 'Green Controlled Growth', as proposed in the recent Luton Airport DCO.  <b>Updated position (Deadline 1):</b> The proposals to mitigate impacts of airport growth should be delivered following the environmentally-focused principles of 'Green Controlled Growth', as proposed in the recent Luton Airport DCO	The Applicant has included as part of the Application the mitigation identified as being necessary under the Environmental Statement to address the potential adverse impacts of the Project. Specific to those environmental topics and impacts which are considered most sensitive to airport growth (noise, carbon, surface access and air quality), the relevant mitigation is primarily contained within the Noise Envelope, Surface Access Commitments and Carbon Action Plan documents, each secured as requirements to, and to be certified as part of, the draft DCO (with additional air quality mitigation proposed to be included within the s106 Agreement). Each of those 'control' documents sets out bespoke independent governance, monitoring and mitigation arrangements to ensure the proper functioning and delivery of the underlying mitigation/commitments.	n/a	Not Agreed
2.18.1.10	Scope and scale of environmental mitigation	Limited scope and scale of environmental mitigations (and the control mechanisms set out in the draft DCO (dDCO) to secure these) and community compensation in light of the likely adverse effects arising from the Project. These concerns are reflected in the significant gap in expectations that currently exist between the Applicant and WSCC.  <b>Updated position (Deadline 1):</b> This was an overarching concern based upon the assessment undertaken by the Applicant and each topic section gives the specifics.	Please may WSCC clarify if it has any additional queries or concerns with the Project's assessment work that is not covered by its RRs and PADS (and therefore not covered elsewhere in these Issues Tables).	n/a	Under discussion
2.18.1.11	Enhancement measures	The need for enhancement measures (including to Public Rights of Way, recreational facilities, and ecological habitats).  <b>Updated position (Deadline 1):</b> There appear to be no enhancements to the PRoW network as part of the proposals Enhancements within West Sussex, both withing and outside the DCO Limits have already been set out but no confirmation these have been taken on board	Please may WSCC clarify if it has any additional queries or concerns with the Project's assessment work that is not covered by its RRs and PADS (and therefore not covered elsewhere in these Issues Tables). The proposed mitigation measures for active travel, PRoWs, ecological habitats and recreational facilities are detailed in the DCO Application, in particular through ES Chapter 5: Project Description, ES Chapter 9: Ecology and Nature and ES Chapter 19: Agricultural Land Use and Recreation.	<b>ES Chapter 5: Project Description</b> (Doc Ref. 5.1)  <b>ES Chapter 9: Ecology and Nature Conservation</b> [APP-034]  <b>ES Chapter 19: Agricultural Land Use and Recreation</b> [APP-044]	Under discussion
2.18.1.12	Assessment of Alternatives	Since the development of the proposals, there have been limited opportunities for stakeholders to understand and influence the design, including for the chosen options taking forward.	The Consultation Report describes the pre-application consultation and engagement that was undertaken in respect of the Project. The application has since been accepted for Examination by the	The <b>Consultation Report</b> [APP-218]	Under discussion

		<p><b>Updated position (Deadline 1):</b> Although the Design and Access Statement (DAS) (APP-253-257) is a separate DCO control document, the design principles upon which the detailed design would be secured against, have had no input from stakeholders. They are currently not detailed enough and contain ambiguous wording, which does not ensure that a high-quality development can be secured.</p>	<p>Planning Inspectorate, in which it was confirmed that the Applicant has complied with the pre-application procedure requirements under the Planning Act 2008.</p> <p>ES Chapter 3: Alternatives Considered and its supporting figures and appendices details the process that was undertaken of considering and assessing alternatives during the Project design process. The assessment criteria is set out in Table 3.4.1 of ES Chapter 3 and the results of the appraisal processes are contained in ES Appendix 3.5.1.</p>	<p><b>ES Chapter 3: Alternatives Considered</b> [APP-028]</p> <p><b>ES Chapter 3 Alternatives Considered Figures</b> [APP-049]</p> <p><b>ES Appendix 3.5.1 Options Appraisal Tables</b> [APP-073]</p>	
2.18.1.13	Assessment of Alternatives	<p>Although it is understood that operational and safety considerations are important aspects of design, the submission lacks detail on how environmental and social criteria have influenced the decision-making process. There is a general lack of evidence around assessment scoring associated with each option, along with no supporting constraints mapping.</p> <p><b>Updated position (Deadline 1):</b> As raised in the RR and PAADS, further information regarding the criteria used to select the chosen option is required.</p>	Please refer to our response under Item 19.116 for details.	n/a	Under discussion
2.18.1.14	Project Description and Construction Phase Detail	<p>Clarification is needed on what is shown on the plans and the various definitions of the airfield boundaries, DCO limits, and operational land for both the current airport and with the Project. There are inconsistencies in descriptions between numbered works and the way that they are described with some elements having parameters and others not.</p> <p><b>Updated position (Deadline 1):</b> Awaiting updated documentation.</p>	The Applicant is undertaking a review of the project description's terminology against the Environmental Statement and draft Development Consent Order in response to the Planning Inspectorate's (PINS) Section 51 Advice [PD-003]. Updated documents will be submitted no later than 10 working days before the Preliminary Meeting, as per PINS request.	n/a	Under discussion
2.18.1.15	Project Description and Construction Phase Detail	<p>A general lack of detail, ambition, and concerns about the way in which development can appropriately be delivered in terms of phasing, design quality, mitigation, and ensuring future safeguards (controls).</p> <p><b>Updated position (Deadline 1):</b> This was an overarching concern based upon the assessment undertaken by the Applicant and each topic section gives the specifics.</p>	Further clarity is requested from WSCC on the specifics of this response.	n/a	Under discussion
2.18.1.16	Project Description and Construction Phase Detail	Lack of clarity or outline control document with regard to community engagement through the construction phase, which would help mitigate some of the above concerns. The Code of Construction Practice (CoCP) (APP-082) states that the Applicant will take 'reasonable steps to engage	Section 4.12 of the Code of Construction Practice (CoCP) (contained in ES Appendix 5.3.2) sets out communication measures that will be undertaken to engage with the local community and stakeholders. Paragraph 6.1.5 of the CoCP also explains that a	<b>ES Appendix 5.3.2: Code of Construction</b>	Under discussion

		<p>with the community' but that only prior to construction, it will develop a Communications and Engagement Management Plan. WSCC requests that this is secured through an outline control document, which is discussed with the relevant stakeholders during the examination.</p> <p><b>Updated position (Deadline 1):</b> There should be an outline community engagement plan for during the construction phase.</p>	<p>dedicated Community Liaison Officer will be also be in place and responsible for implementing the communication and engagement activities. The CoCP is proposed to be legally secured under the Requirement 7 of the draft DCO.</p>	<p><b>Practice</b> (Doc Ref. 5.3)</p> <p><b>Draft DCO</b> (Doc Ref. 2.1)</p>	
<b>2.18.1.19</b>	Mitigation, Compensation and Enhancement	<p>The DAS is not considered comprehensive because, for example, some development is excluded, there is a general lack of detail for character zone analysis, a lack of detail on design and visual impact of some works, a lack of analysis of site context, opportunities and constraints.</p> <p><b>Updated position (Deadline 1):</b> Awaiting an updated DAS through the Examination.</p>	<p>The Design and Access Statement (Volume 1) describes and analyses the site context. Notwithstanding this, the Applicant now intends to undertake a review of the Design and Access Statement, in response to WSCC's comment, and will provide an update at a future TWG.</p>	<p><b>Design and Access Statement: Volume 1</b> <a href="#">[APP-253]</a></p> <p><b>Design and Access Statement Volume 1</b> <a href="#">[APP-253]</a></p> <p><b>Design and Access Statement Volume 2</b> <a href="#">[APP-254]</a></p> <p><b>Design and Access Statement Volume 3</b> <a href="#">[APP-255]</a></p> <p><b>Design and Access Statement Volume 4</b> <a href="#">[APP-256]</a></p> <p><b>Design and Access Statement Volume 5</b> <a href="#">[APP-257]</a></p>	Under discussion
<b>2.18.1.20</b>	Mitigation, Compensation and Enhancement	<p>There is no comprehensive commentary to explain the phasing plans and WSCC is concerned about the proposed sequencing and delivery of various elements of the Project.</p> <p><b>Updated position (Deadline 1):</b> Further detail is required on the construction sequencing</p>	<p>The anticipated construction timing and sequencing is contained in Section 5.3 of ES Chapter 5: Project Description and ES Appendix 5.3.3: Indicative Construction Sequencing, and accompanied by the Buildability Reports. The indicative construction sequencing shows the project works on a yearly basis, with supporting descriptions in the Project Description.</p>	<p><b>ES Chapter 5: Project Description</b> (Doc Ref. 5.1)</p> <p><b>ES Appendix 5.3.3: Indicative Construction Sequencing</b> <a href="#">[APP-088]</a></p> <p><b>ES Appendix 5.3.1 Buildability Reports Part A</b> <a href="#">[APP-079]</a></p>	Under discussion

				<b>ES Appendix 5.3.1 Buildability Reports Part B Part 1</b> <a href="#">[APP-080]</a>	
				<b>ES Appendix 5.3.1 Buildability Reports Part B Part 2</b> <a href="#">[APP-081]</a>	

Socio-Economics and Economics

2.19.1 Table 2.20 sets out the position of both parties in relation to socio-economics and economics matters.

**Table 2.19 Statement of Common Ground – Socio-Economics and Economics Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.19.1.1	Clarification on use of pre-Covid data.	<p>2019 data was primarily used given concerns with the Covid pandemic potentially affecting baseline data. However, some of the data sources used are post Covid and it is not clear why the Applicant has applied this approach.</p> <p><b>Updated position (Deadline 1):</b> The Applicant should obtain up-to-date for all data sources used in the chapter to avoid adopting an inconsistent approach to the assessment.</p>	The analysis presented in the PEIR was primarily based on 2019 data (i.e. pre-Covid) given that the economy and wider socio-economic conditions are expected to rebound to pre-pandemic levels before the Project's commencement. For the same reasons, the same approach is carried over in the ES, however, where appropriate, relevant data sources such as labour market and employment indicators have been updated to reflect the latest available position based on data availability.	n/a	Not Agreed
2.19.1.2	Use of up-to-date information sources.	<p>Data from the 2021 Census has been used, where available, at the relevant spatial scale. The baseline assessment presented comprised the most up-to date position at the time of writing, however newer data is now available.</p> <p><b>Updated position (Deadline 1):</b> The Applicant should obtain up-to-date for all data sources used in the chapter to avoid adopting an inconsistent approach to the assessment.</p>	Please see the response provided at Row 3.6 of this table. A range of data sources have been considered in the baseline depending on the specific indicators being considered and the availability of data at different geographical scales. The latest data has been used where available, with historic data points also included to help assess trends over time. The ES and Economic Impact Assessment use consistent impact areas where appropriate.	<b>ES Chapter 17 Socio-Economics</b> [APP-042]	Not Agreed
2.19.1.3	Out-of-date data.	<p>Several Baseline Data Tables are out of date and don't use the most recent data sources available at the time. This includes education data on shortfall/surplus which needs to be tested with relevant local education authorities.</p> <p><b>Updated position (Deadline 1):</b> The Applicant should source up-to-date for all data sources used in the chapter to avoid adopting an inconsistent approach to the assessment.</p>	The analysis presented in the PEIR was primarily based on 2019 data (i.e. pre-Covid) given that the economy and wider socio-economic conditions are expected to rebound to pre-pandemic levels before the Project's commencement. For the same reasons, the same approach is carried over in the ES, however, where appropriate, relevant data sources such as labour market and employment indicators have been updated to reflect the latest available position based on data availability.	n/a	Not Agreed
2.19.1.4	Socio-Economics (Economic Development)	<p>The approach to estimating construction employment, given reliance on old data and not accounting for local variations.</p> <p><b>Updated position (Deadline 1):</b> Up-to-date data should be used to inform the assessment of impacts related to construction employment and temporary accommodation</p>	The estimate of construction employment is provided by GAL's construction team. The estimate is sound. See 3.28 for a response on the availability of accommodation	<b>ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note</b> [APP-199].	Not Agreed
2.19.1.5	Socio-Economics (Economic Development)	The assessment of housing and population relies on out-of-date data. Up-to-date data should be used because it will impact on labour supply/housing conclusions. The assessment also makes optimistic	The analysis presented in the PEIR was primarily based on 2019 data (i.e. pre-Covid) given that the economy and wider socio-economic conditions are expected to rebound to pre-pandemic	n/a	Not Agreed



		<p>projections on housing and does not appear to fully consider existing constraints.</p> <p><b>Updated position (Deadline 1):</b> The Applicant should source up-to-date for all data sources used in the chapter to avoid adopting an inconsistent approach to the assessment.</p> <p>The Applicant should undertake an assessment of impacts at local authority level and take account of existing constraints.</p>	<p>levels before the Project's commencement. For the same reasons, the same approach is carried over in the ES, however, where appropriate, relevant data sources such as labour market and employment indicators have been updated to reflect the latest available position based on data availability.</p>		
<b>Assessment Methodology</b>					
2.19.2.1	Incomplete consideration of local planning policies.	<p>The review of policies is considered incomplete and provide limited analysis of how the Project aligns with the policies of host and neighbouring authorities.</p> <p><b>Updated position (Deadline 1):</b> All relevant socio-economic policies should be identified and included in the chapter.</p>	ES Appendix 17.2.1 sets out further policies.	<b>5.3 Environmental Statement – Appendix 17.2.1 – Summary of Local Plan Policies – Socio-Economics [APP-195]</b>	Not Agreed
2.19.2.2	Comments raised by local authorities not sufficiently captured.	<p>The chapter does not capture the significant extent or detail of comments raised by the local authorities particularly on the scope of the assessment, assessment approach and study area.</p> <p><b>Updated position (Deadline 1):</b> Issues in the tracker have not been addressed. Local authorities have also raised a significant number of comments during TWG meetings which have not been referenced in the socio-economic chapter.</p>	Issues trackers have been updated and shared with the local authorities.	n/a	Not Agreed
2.19.2.3	Confirmation on which projects informed the methodological approach.	<p>The methodology has been based on accepted industry practice, a review of socio-economic assessments for other relevant projects including other airport or significant infrastructure schemes, and feedback received by PINS and local authorities during the consultation process, this is not evidenced.</p> <p><b>Updated position (Deadline 1):</b> The Applicant hasn't provided details of other relevant projects and set out why they are relevant. Whilst the Applicant presented their method and assessment at the TWG sessions, these were not agreed with by the local authorities who provided written feedback on their concerns to the Applicant.</p>	<p>Detailed data is provided in ES Appendix 17.6.1: Socio-Economic Data Tables for all of the socio-economic characteristics profiled across all the study areas, as well as at the individual Local Authority level.</p> <p>The methodology and presentation of the assessment was discussed and agreed through a series of Socio-Economics TWGs, including sessions on 16th May, 7th July, 28th September, 18th November and 6th December 2022, and 31st July 2023</p>	<b>ES Appendix 17.6.1: Socio-Economic Data Tables [APP-197]</b>	Not Agreed
2.19.2.4	Magnitude of impacts definition.	<p>The use of numbers and percentages to quantify impact can be challenging especially given all study areas are different and can be influenced by a number of different factors. It is not clear how these the ranges were defined to inform the assessment.</p>	As shown in ES Chapter 17 Socio-Economics, the thresholds applied vary across receptors and geographies. These are ultimately based on a professional judgment, however proposed thresholds were presented during Topic Working Groups for comment	<b>ES Chapter 17 Socio-Economics [APP-042] Table 17.4.5-6</b>	Not Agreed

		<b>Updated position (Deadline 1):</b> Applicant has not explained how the ranges have been defined which can lead to question marks around assessment robustness.			
2.19.2.5	Consideration of worst-case scenario for employment benefit	<p>The construction assessment presented focuses on the Project's potential maximum effects. Whilst it is important in terms of potential implications on local areas, it is also important to present a worst-case scenario in terms of employment benefit.</p> <p><b>Updated position (Deadline 1):</b> Paragraph 17.9.81 refers to peak construction workforce. Original response still stands.</p>	Lower levels of construction workforce numbers are assessed within the ES eg at para 17.9.81.	<b>ES Chapter 17 Socio-Economics</b> [APP-042]	Not Agreed
2.19.2.6	Workplace earnings trends and impact on affordability.	<p>Workplace earnings are shown to be growing at a higher rate than resident earnings and it is implied this may lead to less out-commuting. This trend could impact the affordability ratio, which would have implications elsewhere in the socio-economic evidence, for example, assumptions on future housing growth and demand for affordable housing.</p> <p><b>Updated position (Deadline 1):</b> Assessment is required at the local authority level to inform potential implications on future housing growth and demand for affordable housing.</p>	<p>In response to the Autumn 2021 consultation greater clarity was sought on the number, type, quality, and location of jobs created by the Project; GAL's response set out the further work that would be undertaken in this regard, including assessing the impact on temporary housing need during construction and housing need across different tenures during operation. In the Summer 2022 response a similar comment was made, that housing affordability should be considered and include types and tenures for new workers and concerns that the assessment did not take account of the type and quality of employment being generated and how this translates into the need for different types of housing. GAL's response reiterated that the potential need for affordable housing in the operational phase was included in the analysis.</p> <p>The Assessment of Population and Housing Effects contains specific analysis of housing need during the construction phase, including the scope within the private rented sector and another housing types/tenures to accommodate potential demand (based on peak employment). It also analysed, based on a breakdown of Project jobs by National Socio-Economic Classification, the potential need for affordable housing and compared this with existing assessments of affordable housing needs undertaken by local authorities, recent delivery affordable housing delivery rates, local plan policies for affordable housing and pipeline supply (based on large-scale strategic schemes and the proportion of affordable housing they expect to deliver). The analysis concludes that the potential tenure demands associated with the Project are unlikely to have any impact on affordable housing demands beyond what is already emerging or being planned for.</p>	<p><b>Consultation Issues Tables Autumn 2021</b> [APP-219]</p> <p><b>Consultation Issues Tables Summer 2022</b> [APP-221]</p> <p><b>Appendix 17.9.3 Assessment of Population and Housing Effects</b> [APP-201] Section 6 and 7</p>	Not Agreed
2.19.2.7	Assessment of sensitivity of receptors	WSCC question the sensitivity grading for employment and supply chain impacts, labour market impacts, disruption of existing resident activities,	Section 17.4 of ES Chapter 17 Socio-Economic sets out in detail the updated approach adopted in the ES in relation to defining magnitude and sensitivity.	Section 17.4 of <b>ES Chapter 17 Socio-Economic</b> [APP-042].	Not Agreed

		<p>housing supply in the HMAs relevant to LSA and FEMA, community facilities and services.</p> <p><b>Updated position (Deadline 1):</b> WSCC has concerns related to sensitivity criteria for several socio-economic receptors.</p>			
2.19.2.8	Assessment of construction effects.	<p>The magnitude of effects on construction employment for all study areas, and magnitude of labour market effects based on magnitude criteria being used needs clarification. There are also potential data limitations in relation to construction employment calculations. The Applicant has not undertaken any assessment at local authority level which is considered essential given existing constraints on labour supply for Crawley, Mid Sussex, and Horsham.</p> <p><b>Updated position (Deadline 1):</b> Assessments require revisiting and an assessment at local authority level is required.</p>	<p>Detailed analysis of the construction employment expected to be generated by the Project is provided in ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note, including an assessment of the potential construction labour supply and their spatial distribution. This data has informed the assessment of the labour market within Section 17.9 of ES Chapter 17: Socio-Economic.</p> <p>Wider effects of the construction phase have been assessed in terms of potential impacts on the construction supply chain measured relative to the scale of construction sector enterprises (as opposed to employment which is used for direct effects only) in each of the assessment areas.</p> <p>GAL's response reiterated that an assessment of the potential demand for housing during the construction phase has been added to the Assessment of Population and Housing Effects.</p> <p>As set out in response to point 3.4, impacts are assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.</p> <p>As shown in ES Chapter 17 Socio-Economics, the thresholds applied vary across receptors and geographies. These are ultimately based on a professional judgment, however proposed thresholds were presented during Topic Working Groups for comment.</p>	<p><b>Socio-Economics</b> [APP-042] Table 17.4.1 and corresponding parts of Sections 6 and 7.</p> <p><b>ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note</b> [APP-199].</p> <p>Section 17.9 of <b>ES Chapter 17: Socio-Economic</b> [APP-042].</p> <p><b>Appendix 17.9.3 Assessment of Population and Housing Effects</b> [APP-201] Section 6</p>	Not Agreed
2.19.2.9	Distance travelled to work data	<p>The application of a regional estimate to capture numbers of home-based workers can be problematic given the considerable differences that exist within local geographies.</p> <p><b>Updated position (Deadline 1):</b> The approach does not appear to take account of variations within local geographies.</p>	<p>The assessment uses a more conservative assumption that 20% of workers at peak will be non-home based which is significantly higher than the regional or national averages.</p>	<p>Section 17.6 of <b>ES Chapter 17: Socio-Economics</b> [APP-042] and <b>ES Appendix 17.6.1: Socio-Economic Tables</b> [APP-197].</p> <p><b>ES Appendix 17.9.1: Gatwick Construction Workforce</b></p>	Not Agreed

				Distribution Technical Note <a href="#">[APP-199]</a> Section 6.1	
2.19.2.10	Labour supply constraints	<p>The Gravity Model used to identify the split of construction workers as 80% home-based and 20% as non-home based does not appear to have taken account of current labour supply constraints within the local authorities located in the FEMA. Given these constraints, an assumption of 80% home-based construction workers is not realistic or a worst-case approach.</p> <p><b>Updated position (Deadline 1):</b> The Applicant has not taken account of current labour supply constraints within the local area.</p>	<p>This is explained in the Gatwick Construction Workforce Distribution Note. The average proportion of non-home based workers in England is 5% and in the South East is 7%. A NHB share of 20% therefore is conservative.</p> <p>There is no evidence of a shortage of construction workers such that the project would be unable to recruit HB workers. GAL will seek to employ contractors who have a workforce and these will include local contractors.</p> <p>Whilst the project itself is large, its demand for workers is small in the context of the size of the construction workforce</p>	ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note <a href="#">[APP-199]</a> .	Not Agreed
2.19.2.11	Additionality assumptions	<p>It is unclear to what extent additionality assumptions have been accounted for in the estimates of GVA and employment effects including direct, indirect, induced and catalytic effects. Paragraph 6.3.5 states that estimating net direct, indirect and induced impacts requires assumptions on displacement that are difficult to determine robustly. Whilst it is acknowledged that estimating levels of displacement can be tricky, assumptions can still be applied through the application of a precautionary approach and use of benchmarks.</p> <p><b>Updated position (Deadline 1):</b> Applicant hasn't explained the assumptions made with regards to additionality. Table 6.1 simply provides total job numbers, no explanation on assumptions.</p>	<p>The estimate of total net effect (direct, indirect, induced and catalytic) ie taking account of additionality is set out in Table 6.1.</p> <p>Para 6.3.5 is referring to estimating net DII only.</p>	ES Appendix 17.9.2 Local Economic Impact Assessment <a href="#">[APP-200]</a> .	Not Agreed
2.19.2.12	Basis for distribution assessment of direct impacts	<p>Paraph 5.3.9 states that the impact estimates on the basis of residency distribution of direct impacts are presented. GAL has provided pass holder address information to inform this. It is not clear when this information was obtained therefore the local authorities cannot be certain the information used is up-to-date.</p>	2019 as this was the last full year prior to Covid.	n/a	Agreed
2.19.2.13	Socio-Economics (Economic Development)	<p>The Applicant's approach to operational employment calculations, which need further clarification.</p> <p><b>Updated position (Deadline 1):</b> The Applicant needs to explain their assumptions in relation to additionality, catalytic effects have been overestimated.</p>	The approach to calculating operational employment is fully explained in the ES chapter and appendices.	ES Appendix 17.9.2 Local Economic Impact Assessment <a href="#">[APP-200]</a> .	Not Agreed
2.19.2.14	Socio-Economics (Economic Development)	<p>The Applicant's approach to sensitivity and magnitude gradings for several assessments.</p>	Section 17.4 of ES Chapter 17 Socio-Economic sets out in detail the updated approach adopted in the ES in relation to defining magnitude and sensitivity.	Section 17.4 of ES Chapter 17 Socio-Economic <a href="#">[APP-042]</a> .	Not Agreed



		<b>Updated position (Deadline 1):</b> WSCC has concerns related to sensitivity and magnitude criteria for several socio-economic receptors.			
<b>Assessment</b>					
<b>2.19.3.1</b>	Overstatement of the wider, catalytic, and national level economic benefits of the NRP.	<p>The methodology used to assess the catalytic employment and GVA benefits of the development is not robust, leading to an overstatement of the likely benefits in the local area. The national economic impact assessment is derived from demand forecasts which are considered likely to be optimistic and fails to properly account for potential displacement effects, as well as other methodological concerns.</p> <p><b>Updated position (Deadline 1):</b> Awaiting Consultant input following TWG 15 Feb.</p>	<p>Catalytic impacts refers to the economic activity of firms that are not in the indirect or induced footprint of the airport choosing to locate near the airport because of the connectivity that it offers. The catalytic effect is derived as a residual from total net impacts and footprint impacts. Total net impacts are estimated on the basis of an elasticity relationship we have derived between air traffic and local employment. This elasticity relationship represents a net relationship as it accounts for the net increase in local employment generated by an increase in air traffic.</p> <p>The assessment of national impacts follows DfT's TAG and assesses costs and benefits from the scheme where possible given the available data and information at the time of submission. While this type of assessment is not required for private-sector schemes, we use TAG welfare analysis as it is considered a useful framework to assess and present the economic impacts (costs and benefits) of the Project that are additional at the national level. Benefits included in the Net Present Value calculations exclude impacts that would potentially double-count benefits (e.g. trade benefits are quantified but not included in the NPV).</p> <p>We are arranging a technical working group meeting to address these issues in early January 2024.</p>	<p><b>ES Appendix 17.9.2 Local Economic Impact Assessment</b> [APP-200].</p> <p><b>Needs Case Appendix 1 - National Economic Impact Assessment</b> [APP-251].</p>	Under discussion
<b>2.19.3.2</b>	Assessment of construction effects during the first year of operation.	<p>Assessment of construction effects during the first year of operation need to be revisited. The number of construction jobs would appear unlikely to have a significant beneficial effect in the FEMA and LMA. It should also be noted that the construction jobs calculation appears to be based on a 'maximum' scenario.</p> <p><b>Updated position (Deadline 1):</b> Assessments require revisiting and an assessment at local authority level is required.</p>	<p>Detailed analysis of the construction employment expected to be generated by the Project is provided in ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note, including an assessment of the potential construction labour supply and their spatial distribution. This data has informed the assessment of the labour market within Section 17.9 of ES Chapter 17: Socio-Economic.</p> <p>Wider effects of the construction phase have been assessed in terms of potential impacts on the construction supply chain measured relative to the scale of construction sector enterprises (as opposed to employment which is used for direct effects only) in each of the assessment areas.</p> <p>GAL's response reiterated that an assessment of the potential demand for housing during the construction phase has been added to the Assessment of Population and Housing Effects.</p>	<p><b>ES Chapter 17 Socio-Economics</b> [APP-042] Table 17.4.1 and corresponding parts of Sections 6 and 7.</p> <p><b>ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note</b> [APP-199].</p> <p>Section 17.9 of <b>ES Chapter 17: Socio-Economic</b> [APP-042].</p>	Not Agreed



			As set out in response to point 3.4, impacts are assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.	<b>Appendix 17.9.3 Assessment of Population and Housing Effects</b> <a href="#">[APP-201]</a> Section 6	
<b>2.19.3.3</b>	Operational effects.	Assessment of operational labour market effects, effects on housing, population and community facilities and services need to be revisited. We have outlined our concerns above in relation to the magnitude criteria being used for this assessment and the sensitivity grading of this receptor for the LMA and FEMA.  <b>Updated position (Deadline 1):</b> Assessments require revisiting and an assessment at local authority level is required.	As shown in ES Chapter 17 Socio-Economics, the thresholds applied vary across receptors and geographies. These are ultimately based on a professional judgment, however proposed thresholds were presented during Topic Working Groups for comment  Section 17.4 of ES Chapter 17 Socio-Economic (APP-042) sets out in detail the updated approach adopted in the ES in relation to defining magnitude and sensitivity.		Not Agreed
<b>2.19.3.4</b>	Cumulative effects.	The conclusion that in the absence of information, it is not possible to provide a cumulative assessment for all construction effects, is simplistic and given the significant concerns raised with the main assessment, a comprehensive cumulative assessment should be undertaken to establish if there are potential issues within the study areas.  <b>Updated position (Deadline 1):</b> The Applicant hasn't provided a reasonable explanation for not undertaking a cumulative assessment of construction socio-economic effects. This assessment should be undertaken. In terms of operation, the Applicant is not identifying local issues because they haven't undertaken an assessment of impacts at a local authority level.	Paragraph 17.11.7 refers only to construction socio-economic effects, not all construction effects.  Paragraph 17.11.9 is clear that the data shows that labour supply issues are not anticipated.  For operational effects potential effect of the cumulative schemes on the future population, jobs, labour supply and housing in combination with the Project is smaller than the demographic projections assessed in detail in the Assessment of Population and Housing Effects.  As set out in response to point 3.4, impacts are already assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.	<b>ES Chapter 17: Socio-Economics</b> <a href="#">[APP-042]</a>  <b>ES Appendix 17.9.3: Assessment of Population and Housing Effects</b> <a href="#">[APP-201]</a> .	Not Agreed
<b>2.19.3.5</b>	The approach to analysis of housing delivery does not analyse the full range of inputs required when determining local housing needs or requirements at a housing market area or local level	A more granular assessment of housing delivery in the area is needed, in particular of future supply, as well as the unmet affordable housing need to inform the assessment.  <b>Updated position (Deadline 1):</b> The Applicant needs to undertake a more granular assessment of housing delivery in the local area particularly recognising the unmet affordable housing need and regarding temporary accommodation for construction workers	A similar comment was made in response to the Autumn 2021 consultation; GAL's response stated that the Assessment of Population and Housing Effects adopts the same approach as applied in Strategic Housing Market Assessments which are typically prepared for the purposes of plan-making.  Following other comments raised on the approach taken to assessing housing effects which were received in the Autumn 2021 and Summer 2022 consultations (and as outlined in GAL's responses), a range of analysis has been added to the Assessment of Population and Housing Effects throughout the process, including analysis of potential affordable housing demand (based on a breakdown of jobs by classification), temporary housing demand	<b>Appendix 17.9.3 Assessment of Population and Housing Effects</b> <a href="#">[APP-201]</a> .	Under discussion

			during construction, additional commentary on housing trajectory points raised (including past delivery trends and potential impacts of water/nutrient neutrality) and additional detailed outputs at a local authority level.		
2.19.3.6	Assessment of impacts on labour supply	<p>The Applicant states that the Project is only expected to be a determinant in whether there is labour shortfall or surplus in the HMA for one area (Croydon and East Surrey) where the Project tips surplus into supply in a single year. The basis for this conclusion does not appear robust, as based on the analysis the project is shown to exacerbate labour shortfall issues across multiple areas. Furthermore, if underlying inputs in the model are changed to reflect the fact that the labour market is already more constrained as has been modelled, it is likely shortfalls would be greater across many of the areas.</p> <p><b>Updated position (Deadline 1):</b> The Applicant has not taken account of current labour supply constraints within the local areas surrounding the Project.</p>	<p>The assessment shows that across the study area as a whole there is a labour surplus even with the project as well as a surplus in individual housing market areas except Croydon and East Surrey. The assessment is very conservative in assuming all jobs are net additional above the forecasts and that there is no change in employment or economic activity rates or commuting. As set out in response to point 3.4, impacts are assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.</p>	<b>ES Appendix 17.9.3: Assessment of Population and Housing Effects</b> [APP-201].	Not Agreed
2.19.3.7	Clarity on the socioeconomic benefits	<p>Clarity on the socioeconomic benefits, including the number, type, quality, and location of jobs created, the link between current labour supply and jobs created, and local economic benefits.</p> <p><b>Updated position (Deadline 1):</b> Applicant should undertake an assessment of impacts at the local authority level to determine implications of the Project.</p>	<p>In response to the Autumn 2021 consultation greater clarity was sought on the number, type, quality, and location of jobs created by the Project; GAL's response set out the further work that would be undertaken in this regard, including assessing the impact on temporary housing need during construction and housing need across different tenures during operation. In the Summer 2022 response a similar comment was made, that housing affordability should be considered and include types and tenures for new workers and concerns that the assessment did not take account of the type and quality of employment being generated and how this translates into the need for different types of housing. GAL's response reiterated that the potential need for affordable housing in the operational phase was included in the analysis.</p> <p>The Assessment of Population and Housing Effects contains specific analysis of housing need during the construction phase, including the scope within the private rented sector and another housing types/tenures to accommodate potential demand (based on peak employment). It also analysed, based on a breakdown of Project jobs by National Socio-Economic Classification, the potential need for affordable housing and compared this with existing assessments of affordable housing needs undertaken by local authorities, recent delivery affordable housing delivery rates, local plan policies for affordable housing and pipeline supply (based on large-scale strategic schemes and the proportion of affordable housing they expect to deliver). The analysis concludes that the</p>	<b>ES Appendix 17.9.2 Local Economic Impact Assessment</b> [APP-200].	Not Agreed

			<p>potential tenure demands associated with the Project are unlikely to have any impact on affordable housing demands beyond what is already emerging or being planned for.</p> <p>The detail on the type and location of jobs is included in the Local Economic Impact Assessment.</p>		
2.19.3.8	Wider economic benefits of the Project have been overstated	The wider economic benefits of the Project have been overstated due to the failure to adequately distinguish the demand that could be met at Gatwick Airport from the demand that could only be met at Heathrow Airport, and the economic value that is specific to operations at Heathrow. The methodology by which the wider catalytic impacts in the local area has been assessed is not robust and little reliance can be placed on this assessment.	<p>Catalytic impacts refers to the economic activity of firms that are not in the indirect or induced footprint of the airport choosing to locate near the airport because of the connectivity that it offers. The catalytic effect is derived as a residual from total net impacts and footprint impacts. Total net impacts are estimated on the basis of an elasticity relationship we have derived between air traffic and local employment. This elasticity relationship represents a net relationship as it accounts for the net increase in local employment generated by an increase in air traffic.</p> <p>The assessment of national impacts follows DfT's TAG and assesses costs and benefits from the scheme where possible given the available data and information at the time of submission. While this type of assessment is not required for private-sector schemes, we use TAG welfare analysis as it is considered a useful framework to assess and present the economic impacts (costs and benefits) of the Project that are additional at the national level. Benefits included in the Net Present Value calculations exclude impacts that would potentially double-count benefits (e.g. trade benefits are quantified but not included in the NPV).</p> <p>We are arranging a technical working group meeting to address these issues in early January 2024.</p>	<p><b>ES Appendix 17.9.2 Local Economic Impact Assessment</b> <a href="#">[APP-200]</a>.</p> <p><b>Needs Case Appendix 1 - National Economic Impact Assessment</b> <a href="#">[APP-251]</a>.</p>	Under discussion
2.19.3.9	Wider economic benefits of the Project have been overstated	The wider economic benefits of the Project are almost certainly substantially overstated, and this is material to assessing the balance between such benefits and any environmental impacts.	<p>The assessment of national impacts follows DfT's TAG and assesses costs and benefits from the scheme. While this type of assessment is not required for private-sector schemes, we use TAG welfare analysis as it is considered a useful framework to assess and present the economic impacts (costs and benefits) of the Project that are additional at the national level. Benefits included in the Net Present Value calculations exclude impacts that would potentially double-count benefits (e.g. trade benefits are quantified but not included in the NPV).</p>	<p><b>Needs Case Appendix 1 - National Economic Impact Assessment</b> <a href="#">[APP-251]</a>.</p>	Under discussion
<b>Mitigation and Compensation</b>					
2.19.4.1	Lack of information on implementation plan, performance, measurable	Options identified in the ESBS are not necessarily directly aligned with local specific issues and need. The document states that performance, financial management, monitoring and reporting systems will be set out in	Please refer to ES Appendix 17.8.1 Employment, Skills and Business Strategy (APP-198) for details.	<b>ES Appendix 17.8.1 Employment, Skills</b>	Under discussion

	<p>targets, funding and financial management, monitoring and reporting. Route map from ESBS to Implementation Plan is not identified.</p>	<p>detail in the Implementation Plan. It is unclear why the Applicant is unable to provide further details on these arrangements within the ESBS in order to provide sufficient reassurance that appropriate systems will be in place. The ESBS also provides no explanation on whether it would differentiate between the provision and outputs offered through the DCO vs. provision and outputs offered in a Business as Usual (BAU) scenario.</p>	<p>The plan will include more specific detail on the objectives, initiatives and activities, targets, milestones, implementation processes and partners, including how objectives will be met at the local level. The approach to monitoring and evaluation of actions and impacts will be included. GAL recognises that the skills, employment and business growth and productivity fields are dynamic and fast-moving in terms of national and local policy responses, skill needs and demands and technological changes. The project will be delivered over a period of 15+ years. Thus, the strategy and implementation plan will need to incorporate capacity for the projects and associated targets and outcomes to flex and change in response effectively to changing circumstances as required.</p> <p>The ESBS Implementation Plan will describe how GAL will collaborate with partners to define and implement a clear regional 'identity' and promotion strategy. Initial scoping research, informed by a partner workshop, has just completed and the recommendations will inform the Implementation Plan.</p>	<p><b>and Business Strategy [APP-198].</b></p>	
<p><b>2.19.4.2</b></p>	<p>Socio-Economics (Economic Development)</p>	<p>The Employment, Skills and Business Strategy is generic, lacking detail and clarity, and does not provide sufficient detail on elements such as, local baseline, tailored local initiatives, outputs, and approach to monitoring.</p> <p><b>Updated position (Deadline 1):</b> More detailed information is required in the ESBS as set out in our response.</p>	<p>Please refer to ES Appendix 17.8.1 Employment, Skills and Business Strategy (APP-198) for details.</p> <p>The plan will include more specific detail on the objectives, initiatives and activities, targets, milestones, implementation processes and partners, including how objectives will be met at the local level. The approach to monitoring and evaluation of actions and impacts will be included. GAL recognises that the skills, employment and business growth and productivity fields are dynamic and fast-moving in terms of national and local policy responses, skill needs and demands and technological changes. The project will be delivered over a period of 15+ years. Thus, the strategy and implementation plan will need to incorporate capacity for the projects and associated targets and outcomes to flex and change in response effectively to changing circumstances as required.</p> <p>The ESBS Implementation Plan will describe how GAL will collaborate with partners to define and implement a clear regional 'identity' and promotion strategy. Initial scoping research, informed by a partner workshop, has just completed and the recommendations will inform the Implementation Plan.</p>	<p><b>ES Appendix 17.8.1 Employment, Skills and Business Strategy [APP-198].</b></p>	<p>Not Agreed</p>
<p><b>Other</b></p> <p><i>There are no other issues relevant to this topic in this Statement of Common Ground</i></p>					



Traffic and Transport

2.20.1 Table 2.1 sets out the position of both parties in relation to traffic and transport matters.

**Table 2.19 Statement of Common Ground – Traffic and Transport Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
<i>There are no issues relating to the baseline for this topic in this Statement of Common Ground.</i>					
<b>Assessment Methodology</b>					
2.20.2.1	ES Chapter 12 assessment undertaken in accordance with historical but not replaced IEMA guidance	The assessment has been undertaken in accordance with guidance contained within Guidelines for the Environmental Assessment of Road Traffic (IEMA 1993). New IEMA guidance entitled, 'Environmental Assessment of Traffic and Movement', which updates and replaces the referenced 1993 guidance, was issued in July 2023.  <b>Updated position (Deadline 1):</b> Reviewing Technical Note: Impact of latest IEMA Guidance 2023 on the assessment of effects related to traffic & Transport Book 8 Application Document 8.4 PINS Ref TRO20005.	The Examining Authority has made a Procedural Decision dated 24 October 2023 to request the Applicant to provide a detailed response to the new IEMA guidance. This work is being undertaken for submission to the ExA expected at the end of December 2023. A summary of the approach is set out in the response to PD-006.	<b>Response to PD-006 - Cover letter in response to Procedural Decision [AS-073]</b>	Under discussion
2.20.2.2	Traffic Assessment Methodology	The Applicant is reliant on 2016 data to inform the baseline assessment and since the emerging from the pandemic more representative transport data continues to become available. The Applicant is in receipt of initial results of the 2023 Staff Travel Survey which show changes in staff travel habits since 2016 and therefore there is a question as to how robust the use of 2016 data is. The potential implications of the overestimation of demand are that the benefits of the Project are being claimed to be higher than could occur and that the scale of infrastructure required may also be too high, to cater for an artificial level of demand.  <b>Updated position (Deadline 1):</b> Reviewing Accounting for Covid 19 in Transport Modelling Book 8 Application Document Reference 8.5 PINS Reference Number TR020005.	The 2023 staff travel survey is currently being analysed and results will be shared with WSCC once available. However, following the Examining Authority's Procedural Decision of 24 October 2023, we are undertaking an exercise to produce sensitivity tests of the transport modelling to reflect post-Covid conditions. These are expected to be submitted to the ExA at the end of January 2024. A summary of the approach is set out in the response to PD-006.  <b>Updated response (Deadline 1):</b> The response to the ExA's Procedural Decision on accounting for Covid-19 in the transport modelling has been submitted and is available on the Project Webpage.	<b>Accounting for Covid-19 in Transport Modelling [AS-121] and its Appendices [AS-122]</b>	Under discussion
2.20.2.3	Assessment Methodology	The use of 2016 data to inform the baseline assessment and the reasons for the use of this data, such as the impact Covid 19 had on travel, are noted. Since emerging from the pandemic, more representative transport data continues to become available and therefore this data should be used to show that the proposed approach is robust and takes accounts of changes since the 2016 base and any travel changes due to Covid 19. The Applicant should also review the latest Department for Transport (DfT) guidance TAG Unit M4- Forecasting and Uncertainty, and ensure the modelling takes account of the latest DfT advice.	The Examining Authority has made a Procedural Decision dated 24 October 2023 to request the Applicant to provide a detailed response to look at accounting for COVID-19 in the transport modelling. This work is being undertaken with submission to the ExA expected at the end of January 2024. A summary of the approach is set out in the response to PD-006.  <b>Updated response (Deadline 1):</b> The response to the ExA's Procedural Decision on accounting for Covid-19 in the transport modelling has been submitted and is available on the Project Webpage.	<b>Accounting for Covid-19 in Transport Modelling [AS-121] and its Appendices [AS-122]</b>	Under discussion



		<p><b>Updated position (Deadline 1):</b> Reviewing Accounting for Covid 19 in Transport Modelling Book 8 Application Document Reference 8.5 PINS Reference Number TR020005.</p> <p>Matters relating to transport modelling are covered above and still under discussion.</p>			
<b>Assessment</b>					
2.20.3.1	Concerns with Surface Access improvements – highways (primary mitigation)	<p>WSCC has the following concerns in relation to the highway works to the WSCC highway network:</p> <ul style="list-style-type: none"> <li>Speed limit reductions are proposed on London Road (A23) to 40mph are proposed and no justification has been provided or review against WSCC's Speed Limit Policy.</li> <li>Stage 1 Road Safety Audit, whilst an audit has been undertaken it has not been submitted as part of the DCO and not all the auditor's recommendations have been satisfactorily addressed in the form of a designer's response. Concerns remain that it has not been demonstrated that safe and suitable access can be provided.</li> <li>Suitable justification for some of the proposed sustainable transport infrastructure, to ensure it accords with the current relevant guidance such as LTN 1/20, has not been provided.</li> </ul> <p>No design review appraising the design of the proposed highway works has been submitted to check that it accords with the relevant design standards.</p> <p><b>Updated position (Deadline 1):</b> No further information provided, so no change in WSCCs position.</p>	<p>The urban/partially built-up characteristics of this section of the A23 London Road combined with the proposals to provide new and upgraded facilities for pedestrians and cyclists alongside and crossing the A23 London Road at the proposed new signal controlled junction with North Terminal Link are considered to most closely align with West Sussex Speed Limit Policy's Functional Hierarchy category for 40mph speed limit roads. It is expected that the proposed speed limit reduction would encourage reduced speeds on the road with safety benefits for all road users including active travel users.</p> <p>West Sussex Speed Limit Policy highlights that "lower traffic speeds may also encourage more walking and cycling". This aligns with the scheme's objective of increasing sustainable mode share through measures which include the scheme's proposed active travel infrastructure improvements.</p> <p>This topic is being discussed further with WSCC. Further details have been shared with WSCC as part of ongoing technical engagement supporting the SoCG process with highways authorities.</p> <p>The design standards applied through the development of the surface access mitigations have been set out as part of technical engagement with WSCC. The Stage 1 RSA and Stage 1 RSA Designer Response in Draft has been issued to WSCC for review and comment, with WSCC returning comments on 24/05/2023. The final Stage 1 RSA Designers Response and agreement of RSA actions is the subject of ongoing engagement with the highway authorities through the SoCG process. Design review materials outlining the highways strategy and accordance with design standards have also been shared with WSCC as part of technical engagement.</p>	n/a	Not Agreed
2.20.3.2	Concerns about elements of the PRow Strategy	<p>WSCC has concerns about:</p> <ul style="list-style-type: none"> <li>timescales for temporary closure of PRowWs.</li> <li>reference to permanent diversions of PRowWs.</li> <li>lack of clarity about indefinite closures of PRowWs.</li> </ul>	Appendix 19.8.1: Public Rights of Way Management Strategy to Chapter 19 of the ES (PINS Doc Ref: App - 215) describes GAL's approach to managing impacts on Public Rights of Way (PRow) because of the construction and operation of the Project to reduce	<b>ES - Appendix 19.8.1 Public Rights of Way Management Strategy</b> <a href="#">[APP-215]</a>	Agreed

		<ul style="list-style-type: none"> <li>concerns about reinstatement of PRowWs.</li> </ul>	<p>disruption to users of such PRowWs as far as possible. Requirement 22 of Schedule 2 to the draft DCO secures that detailed PRow implementation plans for individual PRowWs would be developed prior to the commencement of construction (to be in general alignment with the PRow Management Strategy) and subject to prior approval by the relevant planning authority.</p> <p>Table 4.1.1, and PRow Temporary and Permanent Stopping up and Diversion Plans in Annex 1 of Appendix 19.8.1 PRow Management Strategy (APP-215) detail and illustrate the likely affected PRow's and the proposed management measures. These give timescales for temporary closures and diversions, permanent diversions/closures and the associated stopping up.</p> <p>Section 4.1 of Appendix 19.8.1 PRow Management Strategy (APP-215) confirms PRow directly affected through the temporary works together with diversion routes would be reinstated to a suitable condition post construction in accordance with the detailed PRow implementation plans.</p>		
2.20.3.3	Increased journey times for emergency response vehicles	The proposals would increase some journey times (including potentially for emergency response vehicles) and result in a redistribution of traffic, including from the strategic to the local highway network.	There are a range of journey time impacts between the With and Without Project forecasts that are reported at a strategic level in section 12.8 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment. More detailed analysis of the local road network is reported in section 6.6 of Annex C (VISSIM Forecasting Report) of the Transport Assessment.	Sections 12.8 of <b>Transport Assessment Annex B: Strategic Transport Modelling Report</b> [APP-260]  <b>Transport Assessment Annex C: VISSIM Forecasting Report</b> [APP-261]	Under discussion
2.20.3.4	Justification for speed limits	<p>Insufficient justification has been provided for the proposed speed limits on the local road network and, in lieu of the submission of a Stage 1 Road Safety Audit, it has not been demonstrated that the road safety implications of the proposals have been fully considered. It is also not apparent what design standards have been applied to the highway works or whether they accord with the relevant standards, as no design review has been submitted.</p> <p><b>Updated position (Deadline 1):</b> No further information provided, so no change in WSCCs position.</p>	<p>The urban/partially built-up characteristics of this section of the A23 London Road combined with the proposals to provide new and upgraded facilities for pedestrians and cyclists alongside and crossing the A23 London Road at the proposed new signal controlled junction with North Terminal Link are considered to most closely align with West Sussex Speed Limit Policy's Functional Hierarchy category for 40mph speed limit roads. It is expected that the proposed speed limit reduction would encourage reduced speeds on the road with safety benefits for all road users including active travel users.</p> <p>West Sussex Speed Limit Policy highlights that "lower traffic speeds may also encourage more walking and cycling". This aligns with the scheme's objective of increasing sustainable mode share through measures which include the scheme's proposed</p>	n/a	Not Agreed

			<p>active travel infrastructure improvements.</p> <p>This topic is being discussed further with WSCC. Further details have been shared with WSCC as part of ongoing technical engagement supporting the SoCG process with highways authorities.</p> <p>The design standards applied through the development of the surface access mitigations have been set out as part of technical engagement with WSCC. The Stage 1 RSA and Stage 1 RSA Designer Response in Draft has been issued to WSCC for review and comment, with WSCC returning comments on 24/05/2023. The final Stage 1 RSA Designers Response and agreement of RSA actions is the subject of ongoing engagement with the highway authorities through the SoCG process. Design review materials outlining the highways strategy and accordance with design standards have also been shared with WSCC as part of technical engagement.</p>		
<p><b>Mitigation and Compensation</b></p>					
<p><b>2.20.4.1</b></p>	<p>Concerns with Surface Access Commitments (SACs) and target mode shares.</p>	<p>Commitments (SACs) and target mode shares. Concerns are held about the SACs that underpin the creation of a new Surface Access Strategy and the approach to meeting and monitoring these targets. Some of the concerns include:</p> <ul style="list-style-type: none"> <li>• Commitment 1, to ensure 55% of passenger journeys is made by public transport is not considered ambitious or of sufficient challenge. Prior to the Pandemic the airport achieved 47.8% public transport modal share in the 12 months up to March 2020.</li> <li>• Target mode shares set out as Commitments are only set out as percentages. The percentages masks trends in absolute numbers and permit significant increases in car trips to and from the airport.</li> <li>• Insufficient evidence and justification are provided to demonstrate how the mitigation proposed can provide sufficient sustainable and active travel infrastructure to successfully meet the some of the target modal splits.</li> </ul> <p>Commitments are made in relation to bus and coach service provision. Determination of mode of travel takes into a variety of factors rather than just provision of service. The Applicant has not assessed or considered the attractiveness of modes or how this could be increased.</p> <p><b>Updated position (Deadline 1):</b> No further information provided, so no change in WSCCs position.</p>	<p>Our mode share commitments within the Surface Access Commitments document represent the position we are committed to achieve, based on our modelling of mode choice and transport network operation. The SAC also includes a section on our further aspirations, which includes more ambitious mode share targets which we will be working towards, but we have set the committed mode shares and the timescales within which they are to be achieved explicitly to ensure that the core surface access outcomes set out in ES Chapter 12: Traffic and Transport and in the Transport Assessment are delivered.</p> <p>The commitments are expressed as percentages as this is the convention for mode shares. Our commitments will see increases in the number of people using sustainable transport modes. We are aware that our forecasts also anticipate an increase in vehicular traffic and our proposed highway works are designed to address this in the immediate vicinity. Our transport modelling reported in the Transport Assessment identifies the potential impact of that additional traffic in the wider area.</p> <p>The interventions we propose in the SACs have been included in our modelling, which provides confidence that the mode share commitments can be achieved with those interventions in place. The bus and coach service enhancements were developed with</p>	<p><b>ES Appendix 5.4.1: Surface Access Commitments</b> [<a href="#">APP-090</a>]</p> <p><b>ES Chapter 12 Traffic and Transport</b> [<a href="#">AS-076</a>].</p> <p><b>Transport Assessment</b> [<a href="#">AS-079</a>] and associated annexes.</p>	<p>Not Agreed</p>

			<p>consideration of services which would be most likely to make greatest difference to mode shares.</p> <p>The further aspirations identified in the SAC document acknowledge that there may be further opportunities to enhance public transport services and we are committed to using the Sustainable Transport Fund to support measures that will help to achieve the mode share commitments. For the specific bus and coach enhancements identified in the SAC document we are committing to funding those for a minimum of five years.</p>		
2.20.4.2	FP346/2sy – reference to diversion onto new shared route.	This is not an improvement for pedestrians as they go from having a route for walkers only to then contend with cyclists.	<p>In addition to forming part of Sussex Border Path, a section of this existing footpath is coincident with the existing footway provision through North Terminal Roundabout and on Perimeter Road North. A section of the existing footpath is proposed to be stopped up and replaced by the proposed shared-use cycle track. (Refer to label B2 on sheet 2 of the Rights of Way and Access Plans) This will remove the overlap of the footpath and highway/footway rights of way designations.</p> <p>The volume of pedestrian users between North and South Terminal on the existing footway on the northern side of Perimeter Road North / FP346/2sy is relatively low due to the Inter-Terminal Transit System being the preferred mode of transport between the two terminals (for airport users).</p> <p>The preliminary design proposals include a number of measures that will reduce the risk of conflict between pedestrians and cyclists on the section of shared-use path including:</p> <ul style="list-style-type: none"> <li>- The design proposals provide a more direct route for pedestrians travelling between southern Horley and North Terminal via the new signal-controlled crossing on A23 London Road. This is expected to reduce the proportion of pedestrians accessing the airport via the alternative existing route along NCR 21, the existing subway under A23 London Road and the footway network on Perimeter Road North.</li> <li>- Cyclists accessing North Terminal from Horley are expected to predominately use the new segregated cycle track between Longbridge Roundabout and North Terminal Roundabout. Cyclists travelling to South Terminal from Horley are expected to predominantly travel via NCR 21.</li> </ul> <p>With these usage considerations in mind shared-use path provision is considered to be appropriate at this location with a low risk of collisions between pedestrians and cyclists. The provision</p>	Sheet 1 of <b>Rights of Way and Access Plans</b> <a href="#">[APP-018]</a>	Agreed



			<p>of a segregated path along Perimeter Road North would lead to increased loss of trees to the north and would increase clashes with assets in the vicinity of Gatwick Police station.</p> <p>Where usage numbers and conflict risks are higher (e.g. west of North Terminal Roundabout), segregated cycle track provision is proposed and FP346/2sy has been retained on a similar alignment to existing separate from the proposed segregated cycle track connection between Longbridge Roundabout and North Terminal Roundabout</p>		
2.20.4.3	Lack of public access improvements	<p>No proposed public access improvements on the PRow network as part of the Project.</p> <p><b>Updated position (Deadline 1):</b> These are improvements but this development offers an opportunity to improve the general provision locally both withing and outside the DCO Limits. These include upgrading existing footpaths to Bridleways but this has not been suggested which is a missed opportunity. More Bridleways locally will support active travel for workforce at the airport but this does not appear to have been considered.</p>	<p>The scheme includes proposals to improve a number of existing PRow crossings with safety and accessibility benefits for users:</p> <ul style="list-style-type: none"> <li>• A new signal controlled crossing with dropped kerbs is to be introduced across Longbridge Way just west of North Terminal Roundabout to replace the existing informal crossing point utilised by Sussex Border Path (Footpath 346/2Sy), with expected safety benefits for users.</li> <li>• Existing uncontrolled pedestrian crossings of the Northway/North Terminal Approach links to North Terminal Roundabout (at similar locations to the Sussex Border Path (Footpath 346/2Sy) crossings of these arms) are to be upgraded to full toucan crossings with full dropped kerb provision, with anticipated safety benefits for users.</li> <li>• The existing Footpath 367 Sy which runs parallel to the southern side of Gatwick Spur and connects to Balcombe Road would be diverted locally to the south where the existing alignment clashes with the proposed Gatwick Spur Westbound Diverge and associated drainage infrastructure provision. The replacement path provision would include improved visibility to/from the crossing of Balcombe Road as a result of the increased set back of the Balcombe Road underbridge abutment, which currently limits visibility, from the edge of the carriageway.</li> </ul>		Not Agreed
2.20.4.4	Mode share targets	<p>Concerns related to traffic and transport access, including the impact of other strategic development and forecasting assumptions about mode share for both passengers and staff. There is insufficient evidence and mitigation to demonstrate how the target mode share percentages for staff and passengers can be met.</p>	<p>The committed mode shares are the result of the interventions tested in the strategic model. This is set out in Chapter 7 of the Transport Assessment. The impact of cumulative schemes and the forecasting assumptions are set out in detail in Transport Assessment Annex B Strategic Transport Modelling Report.</p>	<p>Chapter 7 of <b>Transport Assessment</b> [AS-079] Transport Assessment <b>Annex B Strategic Transport Modelling Report</b> [APP-260]</p>	Under discussion
2.20.4.5	Mitigation, Compensation and Enhancement	<p>The Mode Share Commitments, set out in the Surface Access Commitments, are not considered to be sufficiently ambitious. This is especially the case for passenger travel.</p>	<p>The range of interventions to improve sustainable travel has been tested to inform the mode share commitments reported in the Application. The SAC also includes a section on our further</p>	<p>Chapter 7 of <b>Transport Assessment</b> [AS-079]</p>	Not Agreed



		<p><b>Updated position (Deadline 1):</b> No further information provided, so no change in WSCCs position.</p>	<p>aspirations, which includes more ambitious mode share targets which we will be working towards, but we have set the committed mode shares explicitly to ensure that the core surface access outcomes set out in ES Chapter 12: Traffic and Transport and in the Transport Assessment are delivered. Further clarification is sought as to why the commitments are not considered ambitious.</p>	<p><b>ES Appendix 5.4.1: Surface Access Commitments</b> [APP-090]</p> <p><b>ES Chapter 12 Traffic and Transport</b> [AS-079]</p>	
2.20.4.6	Mitigation, Compensation and Enhancement	<p>Insufficient mitigation is proposed to encourage substantial modal shift towards active and sustainable travel.</p> <p><b>Updated position (Deadline 1):</b> No further information provided, so no change in WSCCs position.</p>	<p>The SACs document sets out the range of interventions and funding that GAL is committing to deliver. The assessment shows that the Project as proposed would not generate significant adverse effects related to traffic and transport and therefore no further mitigation is required.</p>	<p>Chapter 7 of <b>Transport Assessment</b> [AS-079] and <b>ES Appendix 5.4.1: Surface Access Commitments</b> [APP-090]</p>	Not Agreed
2.20.4.7	Mitigation, Compensation and Enhancement	<p>The focus of mitigation has been on the provision of service rather than implementing measures, within the Applicant's control, to increase the attractiveness of alternative modes of travel, i.e. bus priority measures to deliver journey time savings.</p> <p><b>Updated position (Deadline 1):</b> No further information provided, so no change in WSCCs position.</p>	<p>The proposed surface access highway improvements for bus and coach services and their passengers include improved network performance (as shown in the results of the highway network local modelling set out in section 13 of the Transport Assessment [AS-079], increased network resilience and safety improvements (through grade separation of the existing junctions), improved network connectivity (through the introduction of right turn movements from NT) and improved active travel connections at bus stops.</p> <p>The provision of additional dedicated bus/coach infrastructure as part of the surface access highways scope in the form of further carriageway widening to accommodate additional dedicated bus lanes or further widening of junctions to accommodate additional dedicated bus slip lanes is not considered to be required to achieve the mode share targets set out in the SACs and is considered to result in impacts to existing site features, safety challenges due to the short distances between junctions and the impact to other users, and limited further benefits for journey time improvements.</p> <p>Design details for reconfiguration of Gatwick's internal forecourt roads including the associated bus infrastructure are to be developed at the detailed design stage.</p>	<p><b>Transport Assessment</b> [AS-079]</p>	Not Agreed
2.20.4.8	Mitigation, Compensation and Enhancement	<p>This Project offers an opportunity to improve a number of the footpaths to Bridleways, thereby improving the network and benefitting residents, visitors and those wishing to travel actively to and from places of employment. Disappointingly, however, there are no proposed public access improvements on the PRoW network as part of Project.</p>	<p>The introduction of new bridleways as part of the scheme was not considered to be appropriate with footpath, footway and cycle track (shared-use and segregated) considered to be more appropriate active travel infrastructure provisions in the site context.</p>	<p><b>Rights of Way and Access Plans</b> [APP-018]</p>	Not Agreed

		<p><b>Updated position (Deadline 1):</b> This is focussing on equestrian use which will be low locally due to them not currently having much provision locally. Having said that Bridleways also provide a safe off road option for cyclists which does not appear to have been addressed. This would benefit active travel for the employees at the Airport but would also offer an improved recreational offering for local residents. Finally, an assumption has been made that this locality is not suitable for horses but that is surely a choice for users and having the provision gives local residents and visitors a choice and better opportunities for recreational and active travel access.</p>	<p>User counts surveys across a study area of 0.5 km from the scheme were undertaken in November 2022 at 14 locations on a mixture of public rights of way, cycle routes and public highways. The surveys did not identify any horse-riders within the study area, however this was as expected as there is only one route, which is a restricted byway on the periphery near to the motorway, that could accommodate horse-riders. Therefore, the opportunity to improve footpaths within the study to Bridleways has not been taken forward based on current usage. As the proposed scheme study area extents are situated around a live airport the provision of improvements from footpath to Bridleway is not considered appropriate due to the noise and vibration associated with the airport which could spook horses and unseat a horse-rider. Cycle tracks with a right of way on foot, as defined in the Draft Development Consent Order, were considered to be a more appropriate provision to accommodate increased pedestrian and cyclist travel.</p> <p>The proposed network of new and improved cycle track provisions and footway improvements is illustrated in the Rights of Way and Access Plans. The proposed improved connectivity between Longbridge, North Terminal and South Terminal and Riverside Garden Park to North Terminal will benefit residents, visitors and those wishing to travel actively to and from places of employment.</p> <p>The scheme also includes proposals to improve a number of existing PROW crossings with safety and accessibility benefits for users:</p> <ul style="list-style-type: none"> <li>• A new signal controlled crossing with dropped kerbs is to be introduced across Longbridge Way just west of North Terminal Roundabout to replace the existing informal crossing point utilised by Sussex Border Path (Footpath 346/2Sy), with expected safety benefits for users.</li> <li>• Existing uncontrolled pedestrian crossings of the Northway/North Terminal Approach links to North Terminal Roundabout (at similar locations to the Sussex Border Path (Footpath 346/2Sy) crossings of these arms) are to be upgraded to full toucan crossings with full dropped kerb provision, with anticipated safety benefits for users.</li> <li>• The existing Footpath 367 Sy which runs parallel to the southern side of Gatwick Spur and connects to Balcombe Road would be diverted locally to the south where the existing alignment clashes with the proposed Gatwick Spur Westbound Diverge and associated drainage infrastructure provision. The replacement path provision would include improved visibility to/from the</li> </ul>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p> <p>Figure 1.2.2 appended to <b>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan - Part 1</b> <a href="#">[APP-113]</a></p>	
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			<p>crossing of Balcombe Road as a result of the increased set back of the Balcombe Road underbridge abutment, which currently limits visibility, from the edge of the carriageway.</p> <p>The scheme also includes proposals to provide replacement open recreational space in place of the existing Car Park B on the western side of the London to Brighton rail line (both north and south of Airport Way). The Car Park B sketch landscape concept is illustrated in Figure 1.2.2 appended to ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan - Part 1. These proposals include new surfaced paths for pedestrians that run north/south parallel to the rail line and Footpath 355a, providing an attractive alternative route for users travelling between the Crescent Road and South Terminal.</p>		
<p><b>2.20.4.9</b></p>	<p>Mitigation, Compensation and Enhancement</p>	<p>WSCC's PRow team has suggested improvements to existing PRow within the DCO limits, including upgrades to the existing footpath network to improve sustainable access improvements from a utility and recreational perspective. These do not appear to be addressed by the Applicant.</p> <p><b>Updated position (Deadline 1):</b> As set out above there is a lot of reference to works alongside highway and how the PRow link to the highway network which is of course welcomed but this proposal offers opportunities to enhance the general area for off road routes for active travel and recreational access as well.</p> <p>Enhancements in status from footpath to Bridleway within the DCO boundary gives options to locals and visitors that does not appear to have been considered.</p>	<p>In addition to forming part of Sussex Border Path, a section of this existing footpath is coincident with the existing footway provision through North Terminal Roundabout and on Perimeter Road North. A section of the existing footpath is proposed to be stopped up and replaced by the proposed shared-use cycle track. (Refer to label B2 on sheet 2 of the Rights of Way and Access Plans) This will remove the overlap of the footpath and highway/footway rights of way designations.</p> <p>The volume of pedestrian users between North and South Terminal on the existing footway on the northern side of Perimeter Road North / FP346/2sy is relatively low due to the Inter-Terminal Transit System being the preferred mode of transport between the two terminals (for airport users).</p> <p>The preliminary design proposals include a number of measures that will reduce the risk of conflict between pedestrians and cyclists on the section of shared-use path including:</p> <ul style="list-style-type: none"> <li>- The design proposals provide a more direct route for pedestrians travelling between southern Horley and North Terminal via the new signal-controlled crossing on A23 London Road. This is expected to reduce the proportion of pedestrians accessing the airport via the alternative existing route along NCR 21, the existing subway under A23 London Road and the footway network on Perimeter Road North.</li> <li>- Cyclists accessing North Terminal from Horley are expected to predominately use the new segregated cycle track between Longbridge Roundabout and North Terminal Roundabout. Cyclists travelling to South Terminal from Horley are expected to predominantly travel via NCR 21.</li> </ul>	<p><b>Transport Assessment</b> <a href="#">[AS-079]</a></p>	<p>Under discussion</p>

			<p>With these usage considerations in mind shared-use path provision is considered to be appropriate at this location with a low risk of collisions between pedestrians and cyclists. The provision of a segregated path along Perimeter Road North would lead to increased loss of trees to the north and would increase clashes with assets in the vicinity of Gatwick Police station.</p> <p>Where usage numbers and conflict risks are higher (e.g. west of North Terminal Roundabout), segregated cycle track provision is proposed and FP346/2sy has been retained on a similar alignment to existing separate from the proposed segregated cycle track connection between Longbridge Roundabout and North Terminal Roundabout</p> <p>The existing Footpath 367 Sy which runs parallel to the southern side of Gatwick Spur and connects to Balcombe Road would be diverted locally to the south where the existing alignment clashes with the proposed Gatwick Spur Westbound Diverge and associated drainage infrastructure provision. The replacement path provision would include improved visibility to/from the crossing of Balcombe Road as a result of the increased set back of the Balcombe Road underbridge abutment, which currently limits visibility, from the edge of the carriageway.</p>		
<p><i>Other</i></p>					
<p><i>There are no other issues relevant to this topic in this Statement of Common Ground.</i></p>					

Waste and Materials

2.21.1 Table 2.21 sets out the position of both parties in relation to waste and materials matters.

**Table 2.20 Statement of Common Ground – Waste and Materials Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
2.21.1.1	The CoCP and Construction Resources and Waste Management Plan (CRWMP) will be used to secure any prior extraction of safeguarded mineral resources.	There is no reference to relevant mineral safeguarding policies within the CoCP or CRWMP. Reference is made to the Weald Clay formation and use of clays (CoCP para 5.5.12, and CRWMP Para 4.5.14). Without clarity on why Weald Clay is being identified, it is not clear how the requirement will ensure that needless sterilisation is avoided.  <b>Updated position (Deadline 1):</b> No updates provided so no positional change.	GAL will review this request and respond to WSCC in due course.	n/a	Not Agreed
2.21.1.2	Baseline information on current waste operations.	Information is lacking on the existing waste management operations at Gatwick Airport. Without this, it is not possible to determine whether the proposals are required (citing, scale, technology etc).  <b>Updated position (Deadline 1):</b> No updates provided so no positional change.	GAL will review this request for further information on operational waste management and provide further details of existing waste management practices at Gatwick Airport in due course.	n/a	Not Agreed
2.21.1.3	Waste forecasting/projections.	There are no waste forecasts provided on operational waste arisings, setting out the amounts and types of waste that would be expected at various points through the Project.  <b>Updated position (Deadline 1):</b> No updates provided so no positional change.	GAL will review this request for further information on operational waste management and provide further details of the forecasts of the type and amount of waste expected to be generated during operation of the NRP.	n/a	Not Agreed
2.21.1.4	Limited information is provided on the proposed CARE facility.	There is little information provided on proposed technologies and management methods, including whether they are consistent with the Waste Hierarchy. The assessment for the CARE facility have focused on the location only, and not the technologies that could be employed at the airport to manage waste.  <b>Updated position (Deadline 1):</b> There is no clear reference to the Waste Hierarchy made – no commitment in the DCO on how operational waste is to be managed.	The waste management methods will be implemented in line with the Waste Hierarchy and the Second Decade of Change. GAL will consider WSCC's request for further justification.	n/a	Not Agreed
2.21.1.5	Limited information provided on the design of the CARE facility	The DAS and design principles for the CARE facility are limited.  <b>Updated position (Deadline 1):</b> No updates provided so no positional change.	GAL will consider WSCC's request for updates to the Design Principles.	n/a	Not Agreed



2.21.1.6	No links to local waste planning policy in relation to the CARE facility	<p>The DAS sets out local government design guidance, that excludes key information on design of waste facilities, as presented in The West Sussex Waste Local Plan and associated SPD on High Quality Waste Developments.</p> <p><b>Updated position (Deadline 1):</b> No references to WLP or SPD in any of the DCO documentation.</p> <p>No updates provided so no positional change.</p>	<p>The design of the CARE facility will be in line with the appropriate guidance set out in the West Sussex Waste Local Plan and the associated SPD on High Quality Waste Developments. GAL will consider WSCC's request for updates to the Design Principles.</p>		Not Agreed
2.21.1.7	Construction waste management at the temporary construction compounds will give rise to noise and dust pollution.	<p>The Project Description states that the compounds will be determined post consent, and in accordance with the COCP. It is important that beyond gaining permits to manage emissions from crushing activities, proper consideration to mitigation measures.</p>	<p>Measures proposed to minimise the impacts from temporary compounds are set out in the Code of Construction Practice, with measures to manage waste and resources set out in the Outline Construction Resources and Waste Management Plan as secured by DCO Requirement.</p> <p>Measures for controlling dust during construction, including activities at the compounds, will be set out in the Dust Management Plan (as secured through the Code of Construction Practice). Best Practicable Measures will implemented to control noise.</p>	<p><b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2 Code of Construction Practice – Annex 5 - Outline Construction Resources and Waste Management Plan</b> <a href="#">[APP-087]</a></p>	
2.21.1.8	Operational Waste	<p>One of the key elements of the Project is the construction of a CARE waste facility that will replace the existing waste facility. The submission documents for the proposed CARE site (Works No.9) lack detailed information. The Project Description (APP-030) sets out broad information of what is proposed (encompassing a building up to 22m in height, and a single stack of up to 48m, biomass boilers, and a Materials Recovery Facility). This could be considered EIA development in its own right and understanding the need for, and impact of, this element of the Project is imperative. WSCC has a number of concerns related to the proposals for the management of operational waste, that are described in paragraphs 5.2.50–5.2.53 of the Project Description.</p> <p><b>Updated position (Deadline 1):</b> Until the ExA accept the proposed changes, the LPAs have been informed by GAL to comment on the DCO and documentation as submitted.</p> <p>The issue therefore remains.</p>	<p>GAL has notified the Examining Authority of a proposed change that would see the removal of the stack from the CARE facility. The details of this proposed change were shared with the local authorities in November 2023.</p> <p><b>Updated position (Deadline 1):</b> The Change Request has been accepted by the ExA in its Rule 8 Letter.</p>	n/a	Not Agreed
2.21.1.9	Current Operations	<p>The waste streams and tonnages per annum of waste managed at Gatwick Airport, including how much is managed off-site for further recycling, treatment or landfill.</p>	<p>GAL will consider this request for further information on existing waste management practices and respond to WSCC in due course.</p>	n/a	Not Agreed

		<b>Updated position (Deadline 1):</b> No updates provided so no positional change.			
2.21.1.10	Current Operations	<p>The amount of heat energy captured by the existing biomass boilers and what that is as a percentage of airport demand.</p> <p><b>Updated position (Deadline 1):</b> Until the ExA accept the proposed changes, the LPAs have been informed by GAL to comment on the DCO and documentation as submitted.</p> <p>The issue therefore remains.</p>	<p>GAL has notified the Examining Authority of a proposed change that would see the removal of the stack from the CARE facility. The details of this proposed change were shared with the local authorities in November 2023.</p> <p><b>Updated position (Deadline 1):</b> The Change Request has been accepted by the ExA in its Rule 8 Letter.</p>	n/a	Not Agreed
2.21.1.11	Current Operations	<p>The hours of operation of the existing facility.</p> <p><b>Updated position (Deadline 1):</b> No updates provided so no positional change.</p>	<p>GAL will consider this request for further information on the operation of the existing facility and respond to WSCC in due course.</p>	n/a	Not Agreed
2.21.1.12	Current Operations	<p>The technologies in place at the existing facility in terms of waste treatment methods.</p> <p><b>Updated position (Deadline 1):</b> No updates provided so no positional change.</p>	<p>GAL will consider this request for further information on existing waste treatment methods at respond to WSCC in due course.</p>	n/a	Not Agreed
2.21.1.13	Current Operations	<p>The mitigation measures in place to control noise, dust, odour, and vermin.</p> <p><b>Updated position (Deadline 1):</b> The issue is about currently controls at the existing facility.</p> <p>No updates provided, no positional change.</p>	<p>Measures proposed to minimise the impacts from construction activities are set out in the Code of Construction Practice, with measures to manage waste and resources set out in the Outline Construction Resources and Waste Management Plan.</p>	<p><b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2 Code of Construction Practice – Annex 5 - Outline Construction Resources and Waste Management Plan</b> [<a href="#">APP-087</a>]</p>	Not Agreed
2.21.1.14	Current Operations	<p>Without a clear understanding of the current operations at Gatwick Airport, it is not possible to determine whether the proposals are required (citing, scale, technology etc). Projections or forecasts of the waste amounts/types expected with and without the Project should be provided.</p> <p><b>Updated position (Deadline 1):</b> No updates provided so no positional change.</p>	<p>GAL will review this request for further information on operational waste management and provide further details of the forecasts of the type and amount of waste expected to be generated during operation of the NRP.</p>	n/a	Not Agreed

2.21.1.15	Proposed CARE Facility	<p>The Project Description (APP-053) and Planning Statement (APP-245) provide limited detail of the proposed CARE facility. It is not clear what consideration has been given to the proposed technologies and management methods, including whether they are consistent with the Waste Hierarchy.</p> <p><b>Updated position (Deadline 1):</b> There is no clear reference to the Waste Hierarchy made – no commitment in the DCO on how operational waste is to be manage.</p> <p>No updates provided so no positional change.</p>	<p>The waste management methods will be implemented in line with the Waste Hierarchy. GAL will consider WSCC’s request for further justification.</p>	n/a	Not Agreed
2.21.1.16	Proposed CARE Facility	<p>It is not clear how the proposed biomass boiler flue height has been determined, and whether the Environment Agency, as the permitting body, has been specifically consulted on this matter.</p> <p><b>Updated position (Deadline 1):</b> Until the ExA accept the proposed changes, the LPAs have been informed by GAL to comment on the DCO and documentation as submitted.</p> <p>The issue therefore remains.</p>	<p>GAL has notified the Examining Authority of a proposed change that would see the removal of the stack from the CARE facility. The details of this proposed change were shared with the local authorities in November 2023.</p> <p><b>Updated position (Deadline 1):</b> The Change Request has been accepted by the ExA in its Rule 8 Letter.</p>	n/a	Not Agreed
2.21.1.17	Detailed Design	<p>The detailed design of the CARE facility will be controlled by Requirement 4 of the dDCO (APP-006), which provides that the proposed development must be in accordance with the design principles of the DAS (APP-253 – 257).</p> <p><b>Updated position (Deadline 1):</b> Although the Design and Access Statement (DAS) (APP-253-257) is a separate DCO control document, the design principles upon which the detailed design would be secured against, have had no input from stakeholders. They are currently not detailed enough and contain ambiguous wording, which does not ensure that a high-quality development can be secured.</p>	Noted.	n/a	Under discussion
2.21.1.18	Construction Waste	<p>Construction and demolition activities related to the Project will give rise to large volumes of waste (1.5 million m3 excavation waste, and 620,000m2 of concrete and asphalt), which will require management on-site, at the proposed construction compounds, and off-site. A large proportion of the waste is expected to be inert construction and demolition waste, which is often managed through crushing, screening, and sorting activities that give rise to noise and dust pollution.</p> <p><b>Updated position (Deadline 1):</b> Noted.</p>	<p>Measures proposed to minimise the impacts from construction activities are set out in the Code of Construction Practice, with measures to manage waste and resources set out in the Outline Construction Resources and Waste Management Plan.</p> <p>Measures for controlling dust during construction, including activities at the compounds, will be set out in the Dust Management Plan (as secured through the Code of Construction Practice). Best Practicable Measures will implemented to control noise.</p>	<p><b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.3.2 Code of Construction Practice – Annex 5 – Outline Construction Resources and</b></p>	

			<b>Updated position (Deadline 1):</b> WSCC to confirm if 'noted' means this matter is agreed.	<b>Waste Management Plan</b> [ <a href="#">APP-087</a> ]	
<b>2.21.1.19</b>	Temporary Construction Compounds managing waste	<p>The Airfield Satellite Contractor Compound, Car Park Z Compound, and Car Park Y Compound are proposed to include crushing activities, which will give rise to noise and dust, the details of which will be determined post consent.</p> <p><b>Updated position (Deadline 1):</b> It is understood that a final DMP cannot yet be provided, but an outline or draft DMP can be prepared. This is still requested by WSCC.</p>	Measures for controlling dust during construction, including activities at the compounds, will be set out in the Dust Management Plan (as secured through the Code of Construction Practice). Best Practicable Measures will implemented to control noise	<b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3)	Under discussion

Water Environment

2.22.1 Table 2.22 sets out the position of both parties in relation to water environment matters.

**Table 2.21 Statement of Common Ground – Water Environment Matters**

Reference	Matter	Stakeholder Position (as per frozen issue trackers)	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.22.1.1	Confidence in surface water drainage hydraulic model	<p>It is not clear whether the surface water drainage hydraulic model has used the most up-to-date FEH2022 rainfall data.</p> <p><b>Updated position (Deadline 1):</b> FEH2009 and FSR underestimate the storage volumes required for surface water drainage features, which can impact discharge rates and result in increased flood risk to the development site and elsewhere. FEH2022 should be used as the most up-to-date rainfall data prior to detailed design, to ensure that there is enough space in the layout to incorporate the required storage.</p>	<p>To remain consistent with the Upper Mole Flood Alleviation Model and 2019 Surface Water Model validation, the Applicant has continued to use FEH2009, and consider this is appropriate for the modelling until such time as the Environment Agency Upper Mole model is revalidated or updated.</p> <p>The preliminary design of the drainage elements of the surface access highways works applied FSR rainfall data to undertake preliminary hydraulic calculations.</p> <p>This strategy was presented to LLFA drainage specialists on 7<sup>th</sup> September 2022 and 17<sup>th</sup> November 2022, and through subsequent technical engagement and design reviews. No objection was raised for using FSR rainfall data.</p> <p>FEH2022 data will inform the development of the detailed drainage design.</p> <p>No material change to the overall drainage strategy is envisaged through the adoption of FEH2022.</p>	<b>ES Appendix 11.9.6 Flood Risk Assessment Annex 3</b> [APP-149]	Under discussion
<b>Assessment Methodology</b>					
2.22.2.1	Consideration of drainage hierarchy	<p>The drainage hierarchy must be followed with infiltration to ground considered before other drainage options. If infiltration is considered to be feasible as part of the detailed design, the drainage strategy will require many changes.</p> <p><b>Updated position (Deadline 1):</b> Potential contamination from de-icer would preclude the use of infiltration to discharge surface water.</p>	<p>The surface water drainage design for the Project has followed the drainage hierarchy. As stated in Section 6.4.5 of the FRA the clay geology at Gatwick has been assumed to preclude the infiltration of runoff to ground. Additionally, the runoff from the airfield could potentially be contaminated with de-icer and could not be directly infiltrated to ground.</p> <p>Further ground investigation will be undertaken to inform the detailed design but it is not anticipated to alter the current assumption that infiltration of runoff is not practicable.</p>	<b>ES Appendix 11.9.6 Flood Risk Assessment</b> [APP-147]	Agreed
2.22.2.2	Assessment Methodology	The West Sussex LLFA Policy for the Management of Surface Water and the West Sussex Culvert Policy are not mentioned in the Flood Risk Assessment (FRA) (APP-147). These must be considered.	Relevant local planning policies applicable to flood risk from the West Sussex LLFA Policy for the Management of Surface Water and the West Sussex Culvert Policy are summarised in Table 0.1 (at the end of this document).	<b>ES Appendix 11.9.6 Flood Risk Assessment</b> [APP-147]	Agreed



		<b>Updated position (Deadline 1):</b> These are included in the FRA References.			
2.22.2.3	Assessment Methodology	<p>The surface water drainage hydraulic model includes an allowance for climate change within the pre-development baseline; this is incorrect. Climate change allowances should only be included in the post development scenario to determine the required storage volume and post-development discharge rate.</p> <p><b>Updated position (Deadline 1):</b> A climate change allowance of 40% should be used for all calculations, in accordance with a 100-year lifetime for the development (both the surface access works and the airfield works). The increase in impermeable area should be provided for each catchment, as well as for the entire development. This is of particular concern as the proposed development may result in pumping of additional water from the River Mole catchment to the Gatwick Stream catchment, as per the Contaminated Water Pathway (Water Environment Figures, Figure 11.8.1). Where the impermeable area increases for the River Mole catchment, this may result in a higher volume of contaminated water to be pumped to Gatwick Stream catchment for treatment. This should be considered further and evidence should be provided to demonstrate that the Gatwick Stream catchment has sufficient capacity for the additional volume of water without increasing flood risk to the development site or elsewhere.</p>	<p>Attenuation storages required have been sized to limit runoff from the additional net paved area to greenfield runoff rates during the median annual flood (the 1 in 2 year (50% AEP) event) for events up to and including the 100 year event plus climate change (1% AEP+CC) condition. Greenfield runoff rates are estimated, from existing gauged data on the River Mole at Horley and the Gatwick Stream at the Gatwick Link, to be approximately 2.9l/s/ha. Climate change impacts are assumed to increase runoff volumes from surface water drainage systems by 20% in accordance with current climate change guidance for increases in rainfall intensity (central allowance for 2050 and 2070). Using these criteria, the attenuation storage required is estimated to be approximately 850m<sup>3</sup> for each net additional hectare of paved area (850m<sup>3</sup>/ha).</p> <p>The total increase in impermeable area for the development is 21.86ha, requiring a total attenuation volume of 18,541m<sup>3</sup>. The development provides 41,355m<sup>3</sup> of attenuation storage in total, a betterment of 2.2 times.</p> <p>To demonstrate the future impact on flooding from the whole site, not just the small percentage increase in impermeable area, we have used the climate change scenarios to demonstrate the betterment in flood risk (to the airport) and in volume and peak rate of flow to the environment, to demonstrate the betterment to downstream communities.</p>	ES Appendix 11.9.6 Flood Risk Assessment [APP-147]	Under discussion
<b>Assessment</b>					
There are no issues relevant to the assessment for this in this Statement of Common Ground.					
<b>Mitigation and Compensation</b>					
2.22.4.1	New pumping station proposed in the southwest zone, south of the existing runway in the former Pond A catchment.	<p>The pumping station is proposed, however pumping stations are not preferred as they require failure and emergency procedures.</p> <p><b>Updated position (Deadline 1):</b> The long-term use of a pumping station would not be carbon or cost effective. If a pump is to be used, consideration of pump failure and emergency procedures should be provided as part of the Flood Risk Assessment and Drainage Strategy. Alternatively, features such as reed beds should be considered to provide water treatment for the contaminated water earlier in the treatment process, to remove the need for a pumping station.</p>	<p>The area being drained to this pump can be contaminated with de-icer during cold winter periods. It is not possible to drain this section to the pollution control system and proposed de-icer treatment system as elevation decreases from North to South. Removal of the pump would require an additional very small treatment system discharging to the River Mole south of the runway, serving a very small area. This would not be carbon or cost efficient.</p>	ES Appendix 11.9.6 Flood Risk Assessment [APP-147]	Under discussion

2.22.4.2	Drainage layout.	<p>The drainage strategy proposes to use underground attenuation features. Other source control SuDS features should be used to discharge water to the underground features.</p> <p><b>Updated position (Deadline 1):</b> Alternative SuDS features should be considered prior to detailed design, to ensure that there is enough space in the layout to incorporate the required storage. As above, reed beds should be considered to provide water treatment for the contaminated water earlier in the treatment process, to remove the need for a pumping station.</p>	<p>With respect to the airside drainage, all of the additional attenuation features are required to be below ground for bird strike safety, de-lethalisation and land availability reasons. Additionally, the runoff can be contaminated with de-icer, therefore filtration to ground is not acceptable, as agreed through liaison with the Environment Agency.</p> <p>SuDS features have been proposed as a part of the highways drainage design - Drainage Plans have been provided in ES Appendix 11.9.6 - Annex 2 - Figure 10.1.6 to 10.1.11. Requirements 10 and 11 of the draft DCO state that approval will be required from the lead local flood authority and highways authority respectively to the drainage detailed designs before construction may commence. In addition these requirements state that the designs must be in accordance with the design principles in Appendix A1 of the Design and Access Statement.</p> <p>Further consideration to SuDS will be given at detailed design stage after DCO is granted e.g. grassed surface water channels at edge of the carriageway.</p>	<p>Figure 10.1.6 to 10.1.11 of <b>ES Appendix 11.9.6 Flood Risk Assessment - Annex 2</b> <a href="#">[APP-148]</a></p> <p><b>Draft DCO</b> (Doc Ref. 2.1)</p>	Under discussion
2.22.4.3	Mitigation, Compensation and Enhancement	<p>The FRA details that surface water drainage runoff from new areas of highway would be restricted to pre-development rates and where possible, greenfield runoff rates. The Applicant has only provided the pre-development and post-development runoff rates for each catchment. The greenfield runoff rates and volumes should also be provided up to the 1% annual exceedance probability (AEP) event plus climate change to demonstrate for which catchments, the post-development runoff rates and volumes will be reduced to greenfield. Where it is not possible to reduce runoff rates and volumes to greenfield, further evidence should be provided.</p> <p><b>Updated position (Deadline 1):</b> Greenfield runoff rates should be provided for all catchments for QBAR. Post-development runoff rates should be limited to QBAR greenfield rates where possible, rather than the 1% AEP greenfield runoff rate as detailed in Appendix 11.9.6 Flood Risk Assessment - Annex 2. Further justification should be provided as to why limiting to greenfield rates is not possible.</p>	<p>The design of attenuation ponds / basins has been carried out for 1% AEP with 40% climate change greenfield runoff rates where achievable. This includes Catchment 2 (Q1 greenfield runoff rate - 11.9 l/s) and Catchment 5 (Q1 greenfield runoff rate – 9.5 l/s) within WSCC boundary. Attenuation volumes for these catchments can be found on the Drainage Plans which have been provided in ES Appendix 11.9.6 - Annex 2 - Figure 10.1.6 to 10.1.11.</p> <p>Justification has also been presented where the greenfield runoff rates have not been achieved through technical engagement with LLFA drainage specialist on 7 September 2022 and 17 November 2022, and through subsequent technical engagement and design reviews.</p>	<p>Figure 10.1.6 to 10.1.1 of <b>ES Appendix 11.9.6 Flood Risk Assessment - Annex 2</b> <a href="#">[APP-148]</a></p>	Under discussion
2.22.4.4	Mitigation, Compensation and Enhancement	<p>The surface water drainage hydraulic model has been designed for the 1% AEP event plus a 25% allowance for climate change, with a 40% allowance for exceedance. According to the Environment Agency guidance (Flood risk assessment: climate change allowances (2022)), the drainage system should be designed for the 1% AEP event plus a 40% allowance for climate change if the lifetime of the development is 2100 or</p>	<p>The incorporation of the predicted impact of climate change is addressed in Section 3.7 of the FRA.</p> <p>The adopted lifetime of the surface access works is 100 years (up to 2132), The highways drainage design has been based on the Upper End allowance: a 1 per cent (1 in 100) AEP event, +40% climate change allowance for rainfall intensity, as per Flood</p>	<p><b>ES Appendix 11.9.6: Flood Risk Assessment</b> <a href="#">[APP-147]</a></p>	Under discussion

		<p>beyond. The Applicant should therefore design to the 1% AEP event plus a 40% allowance for climate change or provide justification for the lifetime of the development.</p> <p><b>Updated position (Deadline 1):</b> A climate change allowance of 40% should be used for all calculations, in accordance with a 100-year lifetime for the development (both the surface access works and the airfield works).</p>	<p>risk assessments: climate change allowances guidance (Environment Agency, 2022a) as stated in Para 3.7.14 in the FRA.</p> <p>The adopted lifetime for the airfield works of 40 years (up to 2069), therefore the airfield surface water drainage design has adopted the Central allowance of + 25% for the 2070s epoch (2061 to 2125) the 1 per cent (1 in 100) AEP event for rainfall intensity in accordance with the same EA guidance, as stated in Para 3.7.15 in the FRA.</p> <p>Section 3.7.6 of the FRA explains why a variable design lifetime has been adopted by the Project.</p>		
<b>Other</b>					
<i>There are no other issues relevant to this topic in this Statement of Common Ground</i>					

### 3 Signatures

3.1.1 The above SoCG is agreed between the following:

<p>Duly authorised for and on behalf of Gatwick Airport Limited, The Applicant</p>	<p>Name</p>
	<p>Job Title</p>
	<p>Date</p>
	<p>Signature</p>
<p>Duly authorised for and on behalf of West Sussex County Council</p>	<p>Name</p>
	<p>Job Title</p>
	<p>Date</p>
	<p>Signature</p>

## Appendix 1: Record of Engagement Undertaken

### Appendix 1: Record of Engagement Undertaken with Local Authorities

Date	Form of Correspondence	Details
13 February 2019	In-Person Meeting	TWG on DCO Application
7 March 2019	In-Person Meeting	NRP update given to Gatwick Officers Group
8 May 2019	In-Person Meeting	TWG on NRP update
5 June 2019	In-Person Meeting	NRP update given to Gatwick Officers Group
20 August 2019	In-Person Meeting	TWG on Land Environment
21 August 2019	In-Person Meeting	TWG on Surface Access and Transport
28 August 2019	In-Person Meeting	TWG on Air Quality, Carbon and Climate Change, and Major Accidents and Disasters
28 August 2019	In-Person Meeting	TWG on Economics and Employment
29 August 2019	In-Person Meeting	TWG Meeting on Noise
3 September 2019	In-Person Meeting	Technical Officers Group Meeting
18 September 2019	In-Person Meeting	Health Stakeholder meeting
26 September 2019	In-Person Meeting	TWG on MAAD
27 November 2019	In-Person Meeting	TWG on Consultation Update
27 January 2020	In-Person Meeting	TWG Air Quality, Carbon and Climate Change and MAAD
30 January 2020	In-Person Meeting	TWG Economics and Employment
3 February 2020	In-Person Meeting	TWG on Land Based Topics
4 February 2020	In-Person Meeting	TWG on Surface Access
5 February 2020	In-Person Meeting	TWG on Noise
6 February 2020	In-Person Meeting	TWG on Water Environment
26 February 2020	In-Person Meeting	TWG on Consultation Update
27 July 2021	Virtual Meeting – MS Teams	TWG on Surface Access
29 July 2021	Virtual Meeting – MS Teams	TWG Landscape, Visual and Land and Water Environment
3 August 2021	Virtual Meeting – MS Teams	TWG on Economy, Employment, Housing and Health
4 August 2021	Virtual Meeting – MS Teams	TWG on Health and Wellbeing
5 August 2021	Virtual Meeting – MS Teams	TWG on Land Use and Recreation, Geology, Heritage, and Ecology
12 August 2021	Virtual Meeting – MS Teams	TWG on Air Quality, Carbon and Climate Change, and MAAD
16 March 2022	Virtual Meeting – MS Teams	TWG on Post Consultation Update
4 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
10 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land and Water Environment
11 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality



12 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Mitigation update and Design)
16 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ & Soc-Econ
17 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
25 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Forecasting & Capacity)
07 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
09 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land and Water Environment
14 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ & Soc-Econ
15 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
20 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health & MAAD
21 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
28 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
29 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water Environment
5 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Mitigation Update and Design)
7 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ & Soc-Econ
14 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
26 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
27 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health & MAAD
8 August 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast & Capacity)
16 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast & Capacity)
26 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water Environment
27 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
28 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ/Soc-Econ
3 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon & Climate Change
4 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health
14 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
19 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning A (Mitigation Update & Design)
21 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
31 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
1 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
2 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ/Soc-Econ
7 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon & Climate Change

8 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health
8 November 2022	Virtual Meeting – MS Teams (Recorded)	Biodiversity Sub-Group Meeting
10 November 2022	Virtual Meeting – MS Teams	Minerals Scoping meeting with WSCC/SCC
18 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ/Soc-Econ (mop up session)
23 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning A (Mitigation Update & Design)
24 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast & Capacity)
29 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
30 November 2022	Virtual Meeting – MS Teams (Recorded)	LLFA/GAL meeting on FRA and River Mole culvert
2 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
5 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
6 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
8 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon & Climate Change
12 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Major Accidents & Disasters
14 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise (Noise Envelope)
14 December 2022	Virtual Meeting – MS Teams (Recorded)	Biodiversity Sub-Group Meeting
14 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ/Soc-Econ
4 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
10 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
16 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
17 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Mitigation Update and Design)
18 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon
19 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Health and MAAD
31 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
8 February 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
9 February 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
7 March 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast and Capacity)
13 March 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Air-Quality
14 March 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast and Capacity)
10 November 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Transport (Highways)
11 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Greenhouse Gases
12 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Employment Skills & Business Strategy

13 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
15 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Transport (Post-COVID Modelling)
20 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
9 February 2024	Virtual Meeting – MS Teams (Recorded)	TWG on Ops and Capacity
15 February 2024	Virtual Meeting – MS Teams (Recorded)	TWG on Catalytic Impacts Assessment
15 February 2024	Virtual Meeting – MS Teams (Recorded)	TWG on Needs and Forecasting